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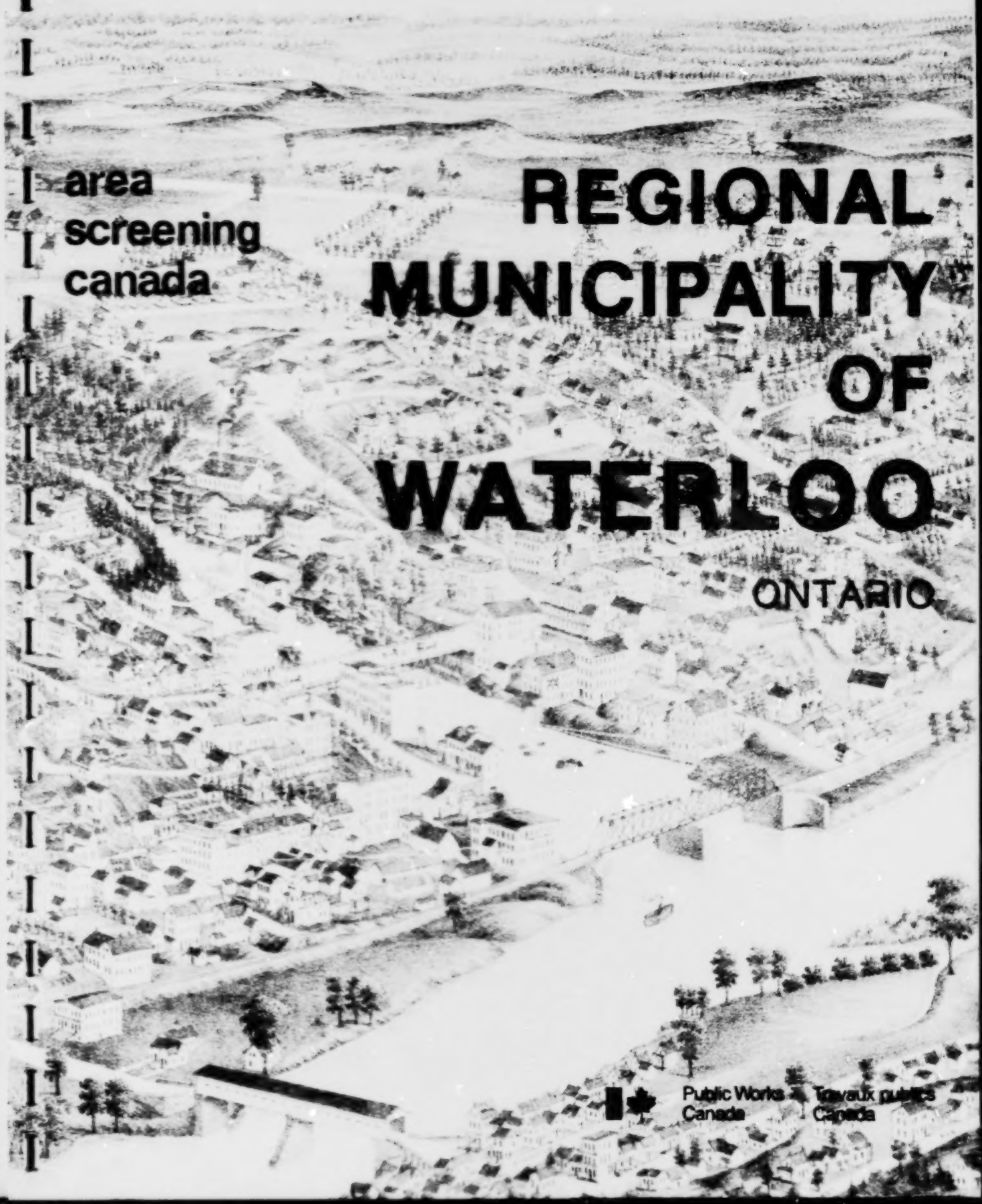
REGIONAL MUNICIPALITY OF WATERLOO

ONTARIO



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REGIONAL MUNICIPALITY OF WATERLOO

ONTARIO

PREPARED BY
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REAL ESTATE SERVICES DIRECTORATE

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PREFACE

Real Estate Services Directorate of Public Works Canada, on behalf of the Treasury Board Advisory Committee on Federal Land Management (TBAC/FLM) carries out the Area Screening Canada Program to assist in the implementation of the Federal Land Management Policy approved by Cabinet in 1973. The basic principle of this policy is that federal lands should be managed so as to combine the efficient provision of government services with the achievement of wider social, economic and environmental objectives.

In order to help fulfill this policy principle, the on-going Area Screening Canada (ASC) Program systematically reviews the current use of federal landholdings in selected study areas across Canada. Each ASC report includes a map of government landholdings located within the study area and an urban profile which presents selected information on social, economic and environmental factors as well as trends that may have an impact on federal real property management. Land planning objectives of the various levels of government have been compiled to supplement the profile and following general description of the characteristics of the overall federal presence all landholdings are individually examined in their particular local context.

Public Works Canada gratefully acknowledges the participation of the Treasury Board Advisory Committee and other federal departments in the Area Screening Canada Program, especially Environment Canada which provides expert advice on matters of environmental concern. A special thanks is extended to those federal and provincial departments and municipal organizations that provided information and data essential to the preparation of the individual reports. Appreciation is also extended to Public Archives Canada for the provision of the illustration depicted on the cover, which was taken from an exhibition of panoramic maps entitled "Birds-eye Views of Canadian Cities".

All planning information relating to federal properties contained in this report is based upon data provided by the various departments and agencies and is the latest available at the time of research. Preliminary research for this study was undertaken in 1981 and revised in June 1982.

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EXECUTIVE SUMMARY

The Regional Municipality of Waterloo, which was incorporated in January 1972 is situated in south central Ontario approximately midway between Toronto and London. The Region covers a total area of 134 520 ha, consisting of the Cities of Cambridge, Kitchener, and Waterloo, and the Townships of North Dumfries, Wellesley, Wilmot, and Woolwich. The three cities account for over 85 per cent of the total 1980 population of 306,776. The ethnic composition of the population is predominantly British, however there is a very large German population (primarily in the cities of Kitchener and Waterloo and in some smaller rural towns). There are also sizeable Portuguese and Pennsylvania Dutch groups.

During the sixties and into the mid-seventies, Waterloo Region underwent a period of very strong growth. Policies were formulated to limit the growth to a rate that the Region could manage effectively. However, these policies were never implemented, as the growth rate subsided, and at present several areas are attempting to encourage both population and economic growth.

Manufacturing and service industries as well as trade and commerce are the major economic activities in the Region as a whole. However, agriculture and related industries provide the economic base of the four townships.

The major commercial and industrial activities within the Region are situated in Cambridge, Kitchener and Waterloo. There is a considerable amount of farm land in these three cities. This, combined with the large areas of land in the Townships makes the Region primarily rural in nature. There are five urban cores in the Region, one each in Kitchener and Waterloo (both located on King St.), and three in Cambridge, in the communities of Galt, Preston and Hespeler. Industrial activity in the area is found primarily on two types of sites. One is located in the downtown area close to the CBDs and is generally comprised of older established industries. The other industrial development occurs in an industrial park on a larger tract of land further from the City core, yet still readily accessible to major traffic routes. Few large industries are located in rural areas as servicing outlying sites in costly and the townships wish to protect valuable farmland.

The Region's transportation network consists of highways, railways, and a small municipal airport. The area's major highways are Highways 8 and 85 (Conestoga Parkway), which provide easy access to Highway 401, the Region's connection with Toronto and the rest of southern Ontario. The Railways include two east-west CP lines, one east-west CN line, and one north-south CN line. The only airport, Waterloo-Wellington, is located east of Kitchener and provides two runways for small aircraft travel. Discussions are currently underway to improve the role and capability of this facility.

When the Waterloo Region was established in 1973 an additional level of government became involved in the planning of the area. Since that time the four levels in the government hierarchy have been federal, provincial, regional and municipal.

There are 22 properties owned by the Federal government in the Waterloo Region, 16 of which are controlled by Public Works Canada. On July 15, 1982 by Order-in-Council (PC 1982-2091), 13 of these properties were transferred to CPC. Two of the remaining properties are designated as national historic sites.

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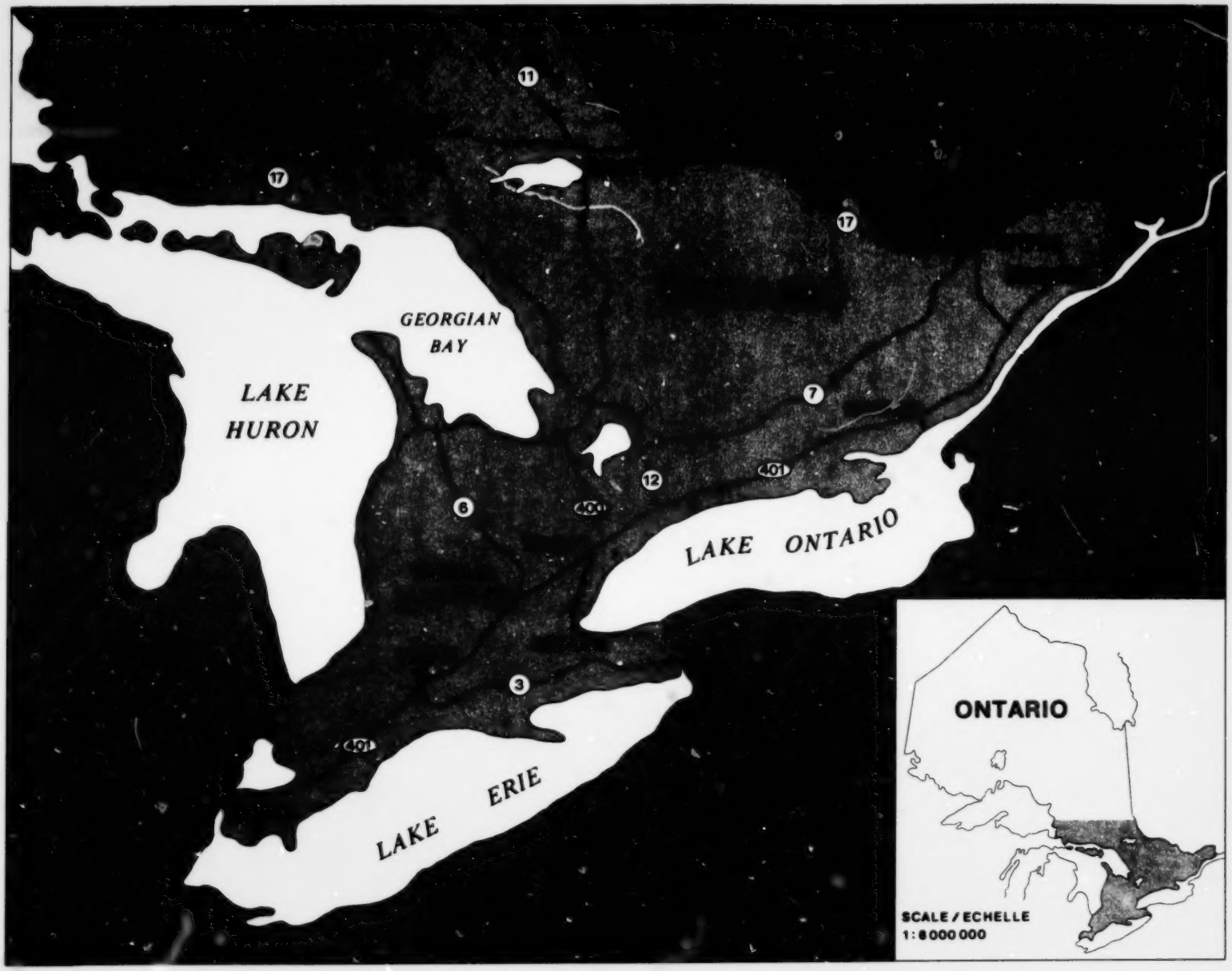


1.0 INTRODUCTION

The Regional Municipality of Waterloo is located in south central Ontario approximately 112 km southwest of Toronto and 108 km northeast of London, Ontario (see location map 1). The Region was formed in 1973 and is comprised of three cities (Kitchener, Waterloo and Cambridge) and four townships (Wellesley, Wilmot, Woolwich, and North Dumfries). The total area within the Region's boundaries is approximately 134 520 ha, and the total population was 306 776 as of 1980. Of this total, 258 144 (87.4 per cent) live within the city limits of Kitchener, Waterloo or Cambridge.

The Waterloo area exhibits a gently rolling topography with numerous glacial features. These include numerous drumlins, eskers and kettle lakes, which are dispersed throughout the Region, creating a varied rural landscape. The entire Waterloo Region is drained by the Grand River system, and because of periodic flooding, development on the floodplains of the Grand River and its tributaries is strictly controlled.

Manufacturing is the major economic activity in the urban centres of the Region. Agriculture and related activities provide the main economic base of the four rural townships.

2.0 URBAN PROFILE

2.1 Population

Between 1961 and 1966 Waterloo Region experienced an annual population growth rate of 4.5 per cent. Since that period the growth rate has gradually decreased. The population grew by 3.4 per cent a year during the 1966-71 period, and approximately 3 per cent annually from 1971-1976 (see Table 1).

Table 1

Population Growth 1961-1980
Average Annual Percentage Change

	1961-1966	1966-1971	1971-1976	1976-1980
Waterloo Region	4.5	3.4	2.8	1.5
Kitchener	5.0	4.0	3.6	1.2
Waterloo	8.0	4.5	5.4	4.0
Cambridge	3.7	3.9	3.4	1.2
Ontario	2.2	2.1	1.1	0.9
Canada	1.9	1.6	0.9	1.0

Note: Galt, Hespeler and Preston were amalgamated on January 1, 1973 into the City of Cambridge, therefore the figures provided above for Cambridge pre 1973 are averages of Galt, Hespeler and Preston.

Sources: 1971 Census of Canada, Population: Census Subdivisions.
1976 Census of Canada, Population: Geographic. Distributions, Census Divisions and Subdivisions.

This relatively high population growth rate aided the expansion of the Region's economy. At the same time, however, the issue of the population pressure on water supply became imminent as the water and sewage disposal systems are rapidly reaching capacity. Although some expansion projects have been undertaken, additional water sources are limited.

In the seventies a regional population policy was developed with the objective of slowing the growth rate. This could be accomplished by limiting the supply of services such as water, roads and sewers. However, the population forecasts of a continual high growth rate have since decreased, relieving the need for such measures.

One factor which is curbing the fast population growth rate is the current economic slump which is decreasing employment opportunities within the Region. In fact the situation has encouraged a portion of the younger labour force to leave the Region to find employment. "Current population trends show that this outflow of young residents, particularly first-time job seekers is occuring at an unprecedented rate and that this is principally due to a fall-off in job opportunities in the Region".[2]

In the future, the Region plans to monitor the economic conditions, employment opportunities and distribution by managing the availability of services so that a population growth rate can be established that reflects the wishes of the people of the Region. "As a result, the Region's population will increase at an average annual rate of 2.8 per cent between 1981 and 1991 and then after it will increase at a smaller rate. By about 2025, it is expected that population growth will level off".[3] (See Table 2)

Table 2

Population Projections, 1981-2001

	1981	1986	1991	1996	2001
Kitchener	138,826	153,274	172,193	191,032	209,032
Waterloo	55,645	63,381	71,182	78,970	86,624
Cambridge	78,662	85,304	95,926	106,421	116,736
Waterloo Region	312,220	342,404	381,908	421,494	460,462

Source: 2001 Regional Population Forecast, Regional Municipality of Waterloo. February 27, 1980, p. 11.

Kitchener, Cambridge and Waterloo all have a relatively young population base which reflects the nature of the work force, as well as the number of universities and colleges. In 1971, approximately 49 per cent of the population of Kitchener-Waterloo was under 25 years of age. Cambridge's population is slightly older, reflecting the gradual increase in those persons over 55 years of age.

The predominant ethnic origin in both Waterloo and Kitchener is British, followed by a high percentage of people of German origin. Cambridge has a more diverse cultural mix, although it also includes a relatively high German and British percentage.

2.2 ECONOMIC CONTEXT

The Regional Municipality of Waterloo has had a healthy and stable economy in the past, and various economic studies indicate the economy will likely continue to prosper. The Region's central location in relation to consumer markets as well as a large labour force are advantageous for development. Combined with a well integrated transportation network, the Region has evolved from an agriculturally based economy to focus on manufacturing as its mainstay (see Table 3).

Table 3

Per Cent of Labour Force by Activity, 1971

Activity	Ontario	Waterloo Region
Agriculture	4.72	3.41
Forestry	0.39	0.04
Fishing/Trapping	0.06	0.02
Mines/Quarries	1.90	0.16
Manufacturing	30.62	44.24
Construction	9.60	9.71
Communication	8.95	5.17
Trade and Commerce	14.96	14.44
Finance/Real Estate/ Insurance	3.64	3.46
Community, Business/ Service industries	16.46	15.30
Public admin. and defence	8.69	4.03

Source: Labour Force by Industry. 1971 Census of Canada, Vol: III, Part: 4

Cambridge is a manufacturing centre, characterized by a diversity of industry types, but its retail and service sectors are limited. Employment growth is limited in Cambridge because of reliance on manufacturing, which accounts for 50.2 per cent of employment as of 1971. For this reason Cambridge is actively encouraging expansion of its retail and service sectors.

Kitchener is also a diversified manufacturing centre with an unemployment rate below the national average. The overall unemployment level for the Region was 8.8 per cent as of June 1982.

In 1971, 36.9 per cent of its labour force worked in the manufacturing sector of the city's economy. Although the recession of 1974-1975 slowed growth, a return to economic expansion has begun.

Waterloo also experienced the same recession but to a lesser extent as it is predominantly a service centre. The University of Waterloo, Wilfrid Laurier University, and several large insurance companies balance the manufacturing sector.

Again, the concern for the future availability of adequate water supply and sewage facilities pose a major constraint on the Region's economic growth. Priority is now given to the expansion of "dry industries", those requiring less water in production processes.

2.3 URBAN STRUCTURE

2.3.1 GENERAL STRUCTURE

Waterloo Regional Municipality

The primary built-up areas in the Region are found within the boundaries of the cities of Kitchener, Waterloo and Cambridge. The concentrations of commerce, industry, housing and institutions are located within the cores of these cities. The City of Cambridge has three downtown cores. Prior to amalgamation in 1973 they were known as the City of Galt, the Town of Preston and the Town of Hespeler. As these centres are now part of one city they have retained their names but are now referred to as communities.

As outlined in the Regional Official Policies Plan, the majority of the Region's inhabitants live in the three cities forming an almost continuous north-south urban concentration, and according to the Settlement Pattern Policy this is where the bulk of the future growth will occur. Outside the boundaries of the three cities are numerous small towns and villages throughout the townships.

The land within the four townships and the large amounts of rural land in the cities themselves combine to give a strong rural focus to the region. Within the City of Waterloo almost two thirds of the land is designated rural and much of it is used for agriculture.

The Waterloo Region offers a wide variety of recreational activities and facilities to encourage participation among its residents. The Grand River Conservation Authority has jurisdiction over the entire Region, and owns approximately 1200 ha of open space, some of which is

located within conservation areas. The seven municipalities in the Region provide another 1200 ha of land used for local parks and recreation areas.[4] Also, at present the cities of Kitchener and Waterloo are in the process of acquiring land to use for an inter-city bike path system along linked open spaces.

Cambridge

Table 4

Land Use Profile - Cambridge

	Area (ha)	% of Dev't area	% of Total Area
Residential	2183	47.1	18.9
Industrial	1170	25.2	10.2
Commercial	218	4.7	1.9
Open Space	870	18.8	7.5
Insititutional	196	4.2	1.7
Total (above)	4637	100.0	40.2
Rural	6889		59.8
TOTAL	11526		100.0

Source: City of Cambridge Planning Department, Discussion Paper on Existing Land Use, January 1981.

As previously noted, the City of Cambridge has three distinct central business districts developing on a basic linear pattern. Other commercial areas include the strip along Highway 24 and several outlying community shopping centres. The main transportation links to the rest of southern Ontario are the north- south CN rail line, the east-west CP line and Highways 8, 24, and 401. Highway 7 links Guelph to the east and Stratford to the west.

Kitchener

Table 5

Land Use Profile - Kitchener

	Area (ha)	% of Dev't Area	% of Total Area
Residential	1783.8	35.3	13.2
Institutional	114.2	2.2	0.9
Commercial	283.7	5.6	2.1
Industrial	392.8	7.8	2.9
Open Space	1056.0	20.9	7.8
Infrastructure	1425.2	28.2	10.6
Total (above)	5055.7	100.0	37.5
Vacant (non-urban)	8419.0		62.5
TOTAL	13474.7		100.0

Source: Kitchener Planning Department, 1974

Kitchener's CBD is linear in form stretching along King St.; anchored on the eastern end by Market Square, a large community shopping centre and on the western end by the King Centre, a new shopping centre and office building complex. The other major commercial centre in the City of Kitchener is Fairview Mall, the regional shopping centre located in southern Kitchener at the intersection of Highway 8 and Fairway Rd.

The major routes of transportation for Kitchener are north and west along the Conestoga Parkway, to the south-east on Highway 8 (to Highway 401), and along the east-west and north-south CN railway lines.

Waterloo

Table 6

Land Use Profile - Waterloo

	Area (ha)	% of Dev't Area	% of Total City
Residential	880.8	38.2	13.3
Industrial	222.6	9.7	3.4
Commercial	107.6	4.7	1.6
Institutional	554.8	24.1	8.4
Open Space	538.8	23.4	8.1
Total (above)	2304.6	100.1	34.8
Rural	4332.4		65.3
TOTAL	6637.0		100.1

Source: City of Waterloo Planning Department, July 1979.

The central business district in the City of Waterloo is basically linear along King St. except at the southern end where Waterloo Square shopping plaza expands the CBD to the west. Other commercial sections are located along Weber St., the Conestoga Mall in the north and the Westmount Shopping Plaza at Westmount and Erb Streets. Waterloo's primary links to Kitchener and southern Ontario are its north-south rail line and the Conestoga Parkway and Highway 8, its connections to Highway 401. The major non-urban open spaces in the City are found to the north and west of the central core.

2.3.2 TRANSPORTATION

The Region of Waterloo is well served by an integrated transportation network. Highways 7, 8, 85 and the 401 link the Region to other centres in southern Ontario. The Conestoga Parkway circles three sides of Kitchener-Waterloo and provides rapid access to various areas within the cities. The Parkway also provides access to external destinations by connecting to Highway 401 via Highway 8. King Street forms the fundamental corridor which provides a continuous link between Kitchener and Waterloo, as well as Cambridge again via Highway 8. In the Regional Official Policies Plan, the Region suggests that in the future, King Street may function as the nucleus of a transportation system which may incorporate light rail transit.[5] There is some concern that road extensions proposed by the Region to link some roads from Waterloo to Kitchener are premature. The cities would prefer to wait until an update of population projections can justify the extensions.

The Waterloo-Wellington Airport has facilities for freight service, limited passenger service, and recreational flying. Scheduled passenger service must be obtained at the Toronto International Airport. There is regular limousine and bus service between the Region and Toronto International Airport. Responsibility for the Waterloo-Wellington Airport rests with a Commission appointed jointly by the City of Guelph and the Regional Municipality of Waterloo.

CN provides rail passenger service to Kitchener. Freight service is provided througout the Region by the CP, the Grand River Railway, the Lake Erie and Northern Railway, and CN. The cities of Waterloo and Kitchener have from time to time proposed a consideration of the relocation of lines which at present run through primary areas of these cities and thus constrain development. Industrial areas are no longer as dependent on rail service and the trains impede traffic flow, are noisy and result in physical barriers to expansion and redevelopment. In Waterloo, the right-of-way through the CBD (Waterloo Square) is of particular concern.

Two public transit services are provided in the Region. Cambridge Transit is operated by the City of Cambridge. Bus service from Cambridge to Kitchener-Waterloo is considered by many to be inadequate. At present a private company runs an hourly service. Kitchener Transit is operated by the City of Kitchener and serves both Kitchener and Waterloo. To pay for the service, the City of Waterloo reimburses Kitchener.

2.3.3 COMMERCE

The Regional Municipality of Waterloo contains several commercial nodes which has been classified by the Region into four groups. The largest commercial sectors are the "city commercial cores" of Kitchener, Waterloo and Cambridge (Galt).[6] The second category the Region designates are "regional shopping centres" which only includes the Fairview Shopping Centre. This centre is the major retail competitor for the commercial core of Kitchener, and draws customers from Cambridge and Waterloo. The smaller "community commercial cores" of Preston, Hespeler, Ayr, New Hamburg, Wellesley and Elmira, have also been seriously threatened by the introduction of shopping centres. The final category is comprised of the "community shopping centres" such as Westmount and Conestoga Mall. As a result of the introduction of these shopping centres, the downtown cores have all experienced diminishing viability of their retail sectors. For this reason all three cities are implementing downtown revitalization schemes. These cores still contain the major office activities.

In more specific terms, the Cambridge predicament is somewhat unique due to the amalgamation of Galt, Hespeler and Preston, all of which contained their own commercial cores. The central business district of the former municipality of Galt has been designated as the downtown city commercial core of Cambridge, while the two other major

commercial cores serve their respective communities and are therefore referred to as community commercial cores.[7] In total Cambridge contains approximately 218 ha of commercial land, of which 71 ha is in Galt, 49 ha is in Preston with the remaining 98 ha in Hespeler. The high proportion of commercial land in Hespeler is a result of a commercial shopping plaza at the intersection of Highway 24 and Highway 401 (Cambridge Shopping Mall).

Cambridge's share of both the Regional retail and service sales volume has experienced periods of decline and presently attracts less than the proportion of the Regional population it warrants.[8] In an attempt to revitalize the commercial cores of Cambridge, the Downtown Cambridge Business Improvement Association (BIA), the Hespeler Village BIA and the Preston Town Centre BIA were formed. As a result of competition from outside it has been estimated that there is an over-supply of commercial retail space in Cambridge. In response to this, and in view of the general economic slowdown being experienced, there is a desire for additional office development to better utilize this space and to diversify the economy from a heavy reliance on manufacturing.

Waterloo has a Downtown Business Association which attempts to encourage redevelopment within the downtown core, particularly the commercial strip along King Street, which is facing competition from the Conestoga Mall. Kitchener is also actively trying to retain the viability of its commercial core. Presently both Kitchener and Waterloo have an office space surplus and in Kitchener there is a five per cent retail vacancy rate in the core. This percentage reflects in part the high vacancy rate in the new King Centre. It was hoped that this shopping centre would provide a western anchor to the commercial development along King Street.

2.3.4 INDUSTRY

The Regional Municipality of Waterloo has recently experienced a slowdown in the rate of industrial growth, in part reflecting the national and provincial slowdown in industrial growth. The lack of available industrial land in the City of Kitchener also restricts growth. Industries that are considering establishing themselves in the Waterloo Region would usually prefer to locate in the largest city in the area, i.e., Kitchener. However, Kitchener has a smaller proportion of available industrial land than do other centres in the region. Although the industrial growth rate is slowing, growth is still occurring in the Region and industrial sites are being planned in each of the three cities for both the short and long term.

Generally, the industrial zones of the Region lie close to the central areas of the cities primarily due to historical factors; and along major transportation routes due to the difficulty in providing services to the outlying areas. However, several new planned industrial parks are located on the outskirts of all three cities. The role of manufacturing in the Townships is quite limited, however the rural municipalities are encouraging agriculture-related industries to locate in the larger service centres such as Elmira, St. Jacobs, New Hamburg, Baden, and Ayr, or in planned but unserviced districts where services of municipal water and sewer systems are not a requirement.

In addition to being restricted by the lack of sewage and water services, industry is also inhibited by the townships' protection of the large areas of good farmland in the rural areas.

Cambridge The City of Cambridge has established itself as a manufacturing centre known for the traditional metal-fabricating, knitting and clothing industries. This manufacturing trend is continuing, due primarily to the large amounts of serviced land available in the Cambridge area as opposed to Kitchener. While the downtown cores have remained industrially active, the more recent trends have been towards development in outlying areas and along the major transportation corridors (Highway 401). Two proposed sites for industrial development in Cambridge are west of Galt and north of Highway 401. Industry has become highly diversified in Cambridge, with over 560 within the city limits.

Kitchener Kitchener has also become known as a manufacturing centre producing meat products, rubber tires, automotive parts, furniture, clothing, and electronic equipment. The major areas of industrial activity at present include large industrial parks in the south of the City such as Trillium Park, other areas to the east along the CN rail line, and older established areas near the central core. The major site now being proposed is Huron Park, a 607 ha park to be located in south-west Kitchener in the vicinity of Trillium Park.

Waterloo Due to the large role played by the two universities and the numerous insurance companies, manufacturing is not as essential to the economy in Waterloo as it is in Cambridge or Kitchener. However there are still a number of important industries.

Most of the industrial land in Waterloo is located in three areas: the downtown core of the City, along the eastern boundary of the University of Waterloo property and on large sites near the junction of King St. and the Conestoga Parkway. As in Kitchener, the limited services require industry to locate either the core or along well-serviced transportation routes. The primary location for future development is near the Conestoga Parkway-King St. junction.

Table 7

Availability and Price Range for Industrial Land

	Land Available (ha)	% of Region Total	Price/ (ha)
Waterloo	50.6	9.2	74,100
Kitchener	57.1	10.2	69,200
			74,100
Cambridge	339.8	61.0	73,900
Townships	109.3	19.6	68,000
			80,300
Total	556.8	100.0	

Source: The Regional Municipality of Waterloo, Industrial Land Survey, January 1980.

The above table, illustrates that the supply of vacant serviced industrial land is unevenly distributed throughout the Region. Of the total 556.8 ha, the City of Cambridge accounts for 61 per cent. Cambridge also has the most active municipal involvement in the ownership of industrial land. In the late 1950's the areas that now comprise the City of Cambridge became actively involved in land banking, allowing the City Council and industrial commissions to make decisions on industrial land use and land prices. Since the city can provide serviced land at a much cheaper rate to potential industries, the program has naturally been detrimental to the private sector's involvement in the industrial land market.

2.3.5 HOUSING

"According to a June 1980 statement by the Regional Planning Commissioner, thousands of acres of land held by developers and speculators in the Region may not be developed for a very long time. It is further mentioned that many of the almost 19,000 houses and apartments in planned and approved sub-divisions in Kitchener, Waterloo and Cambridge may never be built because the population of the Region will not reach levels that were predicted earlier".[9]

There is sufficient land in the Region to accommodate housing demands for approximately seven years. A recent study by CMHC states that over the next five years the supply of land serviced and available for housing will be more than double the demand.[10]

It has become evident that the current trend in the Waterloo Region is towards home ownership rather than rentals. The demand has been for single-detached and semi-detached homes. The Region has found that every residential unit registered in subdivision plans in 1980 was in one of the above two categories, and also 70 per cent of the units in draft approved plans of subdivisions in 1980 were for low density residential units.[11] The trend towards downtown high density housing that is evident in other cities such as Toronto and Vancouver has not yet occurred in the Regional Municipality of Waterloo. However, all three cities in the Region are encouraging residential growth in the downtown cores and introducing more high density housing to the area.

2.4 WATERLOO REGION REAL ESTATE MARKET SUMMARY

2.4.1 Industrial Market

Industrial growth during the early 1970's in the Waterloo Region was amongst the highest in Canada. It came to an abrupt slowdown in the late 1970's due to national economic recessions, diversion of growth trends west, and a shortage of industrial land.

In the early 1980's, all serviced industrial land in Kitchener's south west industrial basin had been absorbed. Due to its proximity to Highway 401 it is considered to be a prime location for development. Sixteen ha remain in the Bridgeport area close to the Conestoga Parkway. Currently the City of Kitchener is spending $6.5 million on an industrial sewer trunk line to alleviate the shortage, freeing 607 additional ha of land for development. The City has purchased 40 ha of this land for an industrial park.

Waterloo has recently marketed an approximate 50 ha park, at cost.

Cambridge, with a more adequate supply of serviced land, located in close proximity to the 401, and priced at 20 per cent less than Kitchener rates, has developed its industrial base at a relatively faster rate, absorbing 16 to 20 ha of land per year during the late 1970's.

Kitchener and Waterloo are attempting to diversify from an economic base, heavily reliant on auto related manufacturing to industry sectors less affected by national economic cycles; food processing has been encouraged.

Diversification has not been such an issue in Cambridge where better availability of serviced land has attracted a wider variety of smaller firms.

It is anticipated that expansion of the Regional Airport through extension of an existing runway and construction of a second runway, will provide an alternative location for continued development.

Current (1982) industrial land prices and rental rates range from $110,000 to $136,000 per ha; $26 to $35 per m^2 rental.

2.4.2 Office Space

Kitchener and Waterloo have encouraged office development in the downtown area since 1974. In 1982 Prudential Assurance completed a 23 000 m^2 building in downtown Kitchener. In 1979-1982 approximately 60 000 m^2 of office space was completed; an ample supply for at least three years. Vacancy rates are high and rental rates have stabilized at $86 to $129 per m^2 for class A downtown space (1982). Most new demand is represented by expansion of large institutions already located in the area.

Although the City of Cambridge has encouraged development of all three of the historical downtown areas, growth has been strongest in the old downtown of Galt where Phase I of Cambridge Place, a 7000 m^2 office tower was recently completed. To date, Cambridge has completed unsuccessfully for commercial development with larger Kitchener/ Waterloo.

Source: Mr. M. Schott, Schott Real Estate

2.4.3 Residential Market[2]

In Waterloo Region, as elsewhere in the province, high interest rates in the early 1980's:

- restricted the supply of new housing, especially single detached
- encouraged pre-sale rather than speculative development
- obstructed the filtering process (trading up from lower priced accommodation) by excluding entry of 1st time buyers in the market - constricting market activity at all price ranges
- encouraged construction of condominium units and higher density freehold development
- diverted housing demand from freehold to rental accommodation exacerbating the rental shortage and contributing to strong pent-up demand for single detached housing

High financing costs, together with rent controls had a similar severe effect on the rental market. Vacancy rates plummeted. New construction was sustained largely by federal tax subsidies and the Ontario Rental Construction Loan Program (75 per cent of all starts, 628 units, in 1981 were financed through ORCL). Speculators have accumulated assemblies of land at low cost, which has supported greater viability in the development industry compared to many other Ontario towns.

[2]Source: Ontario Housing Market Survey - October 1981, CMHC

3.0 GOVERNMENT LAND PLANNING OBJECTIVES AND POLICIES, COMMUNITY CONCERNS AND ENVIRONMENTAL ISSUES

The land planning objectives of the various levels of government, federal, provincial, regional and municipal are presented as criteria to help assess the appropriateness of current use of federal holdings in the communities under study. It is felt that these objectives accurately reflect the revised interests of federal land management. The objectives range from the general (federal and, to some extent, provincial), implying broad national or regional concerns, to the specific (regional and municipal) indicating detailed directions for community growth and change. The reader will note that objectives are what each government attempts to achieve in a particular policy area and that programs and projects represent increasingly more specific means to achieve the stated objectives.

3.1 LOCAL OBJECTIVES AND POLICIES

3.1.1 City of Cambridge

Information concerning planning objectives for the City of Cambridge was obtained from the Official Plan of the Cambridge Planning Area (May 1974) and the subsequent Official Plan Review Discussion Papers numbers one through nine. Additional information was gathered from discussions within the City Planning Department. For more detailed information on these and other objectives, the Official Plan should be consulted.

A. GENERAL

(i) **Objective** To emphasize the former Galt downtown area as the primary retail commercial, office and government focus for the Cambridge planning area.

Policy To designate the former core areas of Preston and Hespeler as thriving community centres, with the eventual establishment of Hespeler as a primarily residential sector.

(ii) **Objective** In co-ordination with the above objective there is a dedication to the urban renewal of downtown Galt area.

Policies To prevent further deterioration of core businesses, no additional regional or community shopping centres will be permitted, unless they are located downtown.

To expand the population base within the core area, high density residential development will be encouraged in and around the downtown area.

Program One major development is the construction of "Cambridge Place", a large office comples.

B. HOUSING

(i) **Objective** To ensure the provision of an adequate supply of housing. Low cost and senior citizen housing programs have priority.

Programs Successful senior citizen housing projects have been implemented in the Preston downtown area such as the Preston School Apartments.

C. RECREATION

(i) **Objective** To designate sufficient recreational land within the city boundaries.

Policy Priority will be given to establishing a linear park system along the banks of the Speed River and the Grand River from the northern to southern boundaries. Parks will also be located along other major water courses in conjunction with the following objective.

D. ENVIRONMENT

(i) **Objective** To safeguard environmentally sensitive areas.

Policy To preserve areas that are worthy of protection due to natural hazards (such as flood zones) or where development would lead to degradation of the physical environment.

E. INDUSTRY

(i) **Objective** To diversify economic base.

Policy Reflecting on the concern for future water supply and sewage disposal, emphasis will be on encouraging "dry" industries, requiring less water supply and prestige type development such as head offices to locate here.

Community Concerns and Environmental Issues

1. Particular concern is focused on the future availability of water supply within the Waterloo Region as it threatens to limit future expansion.

2. There is some concern with the provision of adequate bus service connecting Kitchener-Waterloo to the rest of the Region.

3. The preservation of numerous historical buildings within the city.

3.1.2 City of Kitchener

The City of Kitchener Official Plan (June 1979) provided most of the following objectives and policies, and dicussions with the City Planning Department helped to identify the major concerns.

A. GENERAL

(i) **Objective** To further strengthen Kitchener's downtown core by expanding the commercial sector.

Policies Implementation of various downtown revitalization schemes including the "Downtown Urban Renewal Scheme" and the "Civic Centre Area" (Mackenzie King Square).

Program Implementation of the King Street Mall concept between Cedar Street and Francis Street by regulating any new development proposed for this area.

Project A new hotel-condominium complex will be developed on the present bus terminal site at Victoria Park accessible to recreational opportunities. The project also includes a new inter and intra-city bus terminal.

(ii) **Objective** To encourage additional higher density housing projects in the downtown area.

Project Hotel-condominium complex (note above mentioned project).

B. INDUSTRIAL

(i) **Objective** To expand the industrial sector by infilling the existing older industrial areas as well as designating additional industrial land.

Program Few areas remain for future industrial expansion, however the proposed Huron Industrial Park would cover a very large area located between Bleems Road and New Dundee Road in south-western Kitchener.

C. TRANSPORTATION

(i) **Objective** To improve the level of public transit within Kitchener, and its inter-city connections.

Policy Expand the system of public transit to permit greater access to all parts of the city and to encourage increased ridership.

Project New inter and intra city bus terminal (note above mentioned project).

D. RECREATION

(1) **Objective** Kitchener is continuously trying to provide additional recreation land.

Policy To utilize the Grand River Valley as a recreational resource in addition to other recreational projects.

Program Develop a system of walkways and bikeways throughout the City to provide pedestrian access to parks, schools, and other points of interest such as shopping centres and arenas.

Community Concerns and Environmental Issues

1. The provision of adequate bus service to the suburbs, as well as the ongoing discussion of appropriate payment for the service by the City of Waterloo is a prominent community concern.

2. There is some concern regarding the preservation of some of Kitchener's older buildings. As a result the local Architectural Conservation Advisory Committee was formed to designate historic buildings. It is attempting to save the old Waterloo County Jail and Warden's House, located next to the Court House. The architectural value of the building is a contentious issue, and the city is currently accepting proposals for alternate use of the site.

3. The City is anxious to remove some of the rail lines which are no longer important to industrial operations, especially those in the core area.

3.1.3 City of Waterloo

The City of Waterloo has many of the same objectives and policies as the City of Kitchener, and these were outlined through discussions with the City of Waterloo Planning Department.

A. GENERAL

(i) Objective To continue to encourage growth of the city.

To encourage a more diversified economy for the city.

Policy The concept plan provides land for industrial, commercial and institutional growth thereby promoting a diverse economic base.

(ii) Objective To encourage urban renewal for the downtown and to strengthen the core as a central focus of the city.

Policy The CBD will be developed on the basis of reaffirming its position as the commercial centre. There will also be an effort to improve the cultural and social functions in the CBD.

To prevent further commercial competition, no major shopping centres will be permitted in the foreseeable future.

B. INDUSTRY

(i) Objective To promote industrial expansion.

Policy There is an emphasis on more intensified industrial activities with a basis for "dry" use industries (reflecting the concern for the future availability of water supply).

Community Concerns and Environmental Issues

1. The City of Waterloo considers the rail line that runs through Waterloo Square as an impediment to the development of this area, and therefore desires its removal.

3.1.4 The Regional Municipality of Waterloo

The following are some of the general objectives which are outlined in the Regional Official Policies Plan (December 1976). Other objectives were obtained from discussions with the Regional Planning Department. These objectives are meant to serve as guidelines by which development within the cities and townships is directed.

General Objectives and Policies

1. To concentrate most of the future growth in the three cities in order to ensure the provision of services and amenities to the residents of the Region.

2. To encourage a limited amount of commercial and industrial development in the smaller communities to stimulate jobs, shopping facilities and other amenities.

3. To protect large areas of prime agricultural land outside of the urban areas, by placing strict controls on development.

4. To provide an efficient transportation corridor linking the three cities, including smooth connections between the major housing, industrial, commercial and recreational activities.

5. To improve deficiences in the local road networks, including some proposed road extensions to connect major roads in Waterloo and Kitchener.

6. An acknowledgement that careful attention to population expansion is required due to the availability of water supply and sewage disposal.

7. To reverse urban decay in the core areas of the three cities.

8. The Official Policies Plan provides for a co-ordination of the planning of a system of parks, open spaces and recreational areas.

9. Provide protection for flood plain lands and preserve those areas classified as environmentally sensitive. In addition, land, buildings and other features important in preserving the Region's cultural heritage will be maintained as much as possible.

3.2 PROVINCIAL OBJECTIVES

Ontario's economic strategy for the 80's was articulated in January 1981 in a document entitled Building Ontario in the 1980's, published by the Board of Industrial Leadership and Development (BILD). BILD was formed in 1980 to coordinate long term investment strategies to support Ontario's economic development initiatives in six areas (please refer to Section A, Economic and Social objectives) relating indirectly to real estate investment and management; and Urban Objectives, impacting more directly on the Federal real estate inventory.

A. ECONOMIC AND SOCIAL OBJECTIVES

(i) **Electricity** To substitute for fossil fuels, nuclear and hydraulic electricity generation through a $2 billion per annum Ontario Hydro capital construction program.

(ii) **Transportation** To improve the province's transportation infrastructure emphasizing energy conservation through:

- provincial subsidies to municipal transit systems
- development of new technologies through Urban Transportation Development Corporation
- sales tax rebates on alternate fuels and non-petroleum powered vehicles
- support of Federal efforts to upgrade rail service on Windsor-Quebec corridor and regional short take off and landing facilities
- upgrading and expansion of Ontario's shipyards; development and improvement of ports and harbours with participation of the Federal government

(iii) **Resources** To develop and regenerate the province's natural resources through:

- equity investment in food processing and storage facilities so as to limit food imports
- upgrading 40,000 hectares of agricultural land in eastern and northern Ontario
- longer term and improved forest management agreements with private firms
- reduction of imports of mining equipment through joint ventures which will develop and supply the equipment needs of the resource sectors
- incentives to new mineral exploration technologies; Provincial exploration of oil and gas exploration in the Hudson's Bay basin; encouragement for the development of phosphate and silica sands.

(iv) **Technology** To redress inadequate Research and Development (R & D) efforts in order to ensure international competitiveness and continued economic growth through:

- coordination of corporation, academic, labour and government R & D through IDEA (Innovation Development for Employment Advancement) Corporation
- establishment of technology centres for: auto parts in Niagara Region, microelectronics in Cambridge and Ottawa, industrial robots, biotechnology and toxicology at the Universities of Guelph and Toronto
- Ontario Development Corporation providing financing for high technology firms

(v) **People** To retrain existing manpower to changing technologies and achieve a closer link between educational institutions and the needs of the workplace

- expanding apprenticeship training in industry by incentives to industry or, in the absence of significant commitment, by fiat
- encouraging coordinated training efforts by industrial sector with cooperative efforts through Ontario colleges where facilities will be modernized

(vi) **Community** To assist Ontario communities in attracting new economic development and to create new job opportunities by strengthening local development capacities and by upgrading existing tourism, cultural and infrastructure facilities by:

- financing land servicing infrastructures in small communities
- cost sharing of local economic development studies
- shared financing for three convention centres - Toronto, Ottawa and Hamilton
- expanding tourist facilities through loans ($28 million from 1979-81) supported by an international marketing effort

B. URBAN OBJECTIVES

- **Ontario Downtown Revitalization Program**

  To help strategic renewal in downtown areas and thereby begin to arrest decline and restore confidence in these cores.

  Interest free loans are made available to a maximum of 2/3 of the cost of downtown improvements. In cities with a maximum population of 125,000 they are expected to generate complementary private sector downtown investment and, in the long term, improve downtown property and business tax bases in order to provide some reasonable payback period for the original loan.

  A related program, Main Street Revitalization, finances beautification and parking improvements to a maximum of $150,000 with designated business improvement areas and official plans to communities under 35,000 population.

- **Ontario Neighbourhood Improvement Program**

  To improve the quality of life in deteriorating residential areas.

  The province and municipality share equally the costs of neighbourhood improvements including community centres, playgrounds, day care centres, lighting, sewers, sidewalks and roadwork. At least twenty percent of expenditures must be soft costs.

  In 1981, 46 communities participated in this program for an allocation of $12 million.

- **Ontario Home Renovation Program**

  To improve the quality of the province's housing stock.

  Loans to a maximum of $7,500 are made available to individuals. A portion of the loan is forgiveable according to the income level of the borrower. Home improvement loans are linked to neighbourhood improvement as eligibility is limited to certain designated neighbourhoods.

3.3 FEDERAL OBJECTIVES

FEDERAL LAND MANAGEMENT (FLM) POLICY

It is the policy of the government that federal real property be managed economically and efficiently and that it be managed so as to combine the efficient provision of government services with achievement of wider social, economic and environmental objectives.

OTHER OBJECTIVES

The following federal objectives were primarily derived from the First Annual Review of the Senior Inter-Departmental Committee on Urban Affairs and other federal policy documents.

A. GENERAL

(i) To achieve a more balanced pattern of growth in metropolitan areas.

(ii) To achieve a more balanced pattern of cities and towns, with increased emphasis on small, medium-size and new communities.

(iii) To improve the physical environment of larger urban centres.

(iv) To improve the social environment of larger urban centres.

(v) To contribute toward the efficient and effective development and use of urban services.

(vi) To encourage the efficient use of scarce energy resources.

B. PROGRAM RELATED

(i) To ensure an adequate supply of serviced residential land.

(ii) To conserve and improve stable, low, and moderate income residential areas.

(iii) To promote neighbourhood conservation and revitalization.

(iv) To assist in the development and rehabilitation of housing for rural and native groups.

(v) To enhance the quality of the environment by the improved management and utilization of natural resources.

(vi) To realize the potential of each region, through economic and social development.

(vii) To attract investment into relatively slow growth areas.

(viii) To provide facilities to foster the optimum development of marine transportation.

(x) To preserve lands of particular ecological value.

(xi) To assist municipalities in undertaking a program of rail relocation.

(xii) To ensure that federal government institutions do not build or support any future flood vulnerable developments in flood risk areas.

C. FEDERAL PROPERTIES (REALTY ACTIVITIES)

(i) To provide Federal departments and agencies, as specified in the appropriate acts, with a full range of real property services required for the successful carrying out of their program responsibilities.

(ii) To develop and manage real property assets of the federal government within its jurisdiction according to sound real estate principles so as to optimize the return to the government and the people of Canada.

4.0 FEDERAL PROPERTIES

4.1 SUMMARY OF FEDERAL PROPERTY CHARACTERISTICS

There is a total of 40,713 m^2 (gross) of floor space on the 22 federally owned properties in the Waterloo Region.

PWC owns and administers 16 of the Region's federal properties and accounts for 84 per cent of the total gross floor area. Twelve different departments occupy PWC owned space in the Region, the largest occupant being CPC, which occupies 13 of the properties.* The other major occupants of PWC space include CEIC, RC-C&E and DND.

Properties owned and administered by other government departments amount to 6088 m^2 (gross) of floor space. DND and DOE own two sites each, while AGR and CBC own the remaining two.

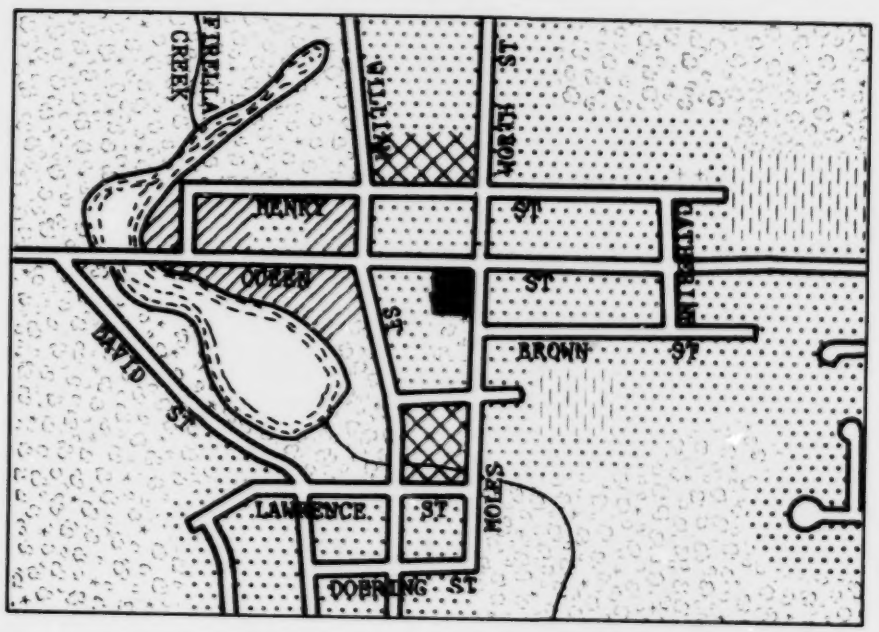
There is a total of 9,198.6 m^2 (gross) of Crown-leased space in the Regional Municipality of Waterloo located at 20 different sites. The departments occupying the largest proportion of leased space are CPC, CEIC, HWC, and RC- C&E.

Subsequent to the preliminary research of this study, property 4.2.15 was deleted from the federal inventory and therefore is not included in this report.

*On July 15, 1982, by Order-in-Council PC 1982-2091 properties 1, 2, 4, 6, 7, 8, 10, 14, 16, 17, 18, 19 and 21 were transferred from PWC to CPC.

Figure 1

PWC WELLESLEY POST OFFICE
TPC BUREAU DE POSTE DE WELLESLEY



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FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE		INDUSTRIAL / INDUSTRIEL	
RESIDENTIAL / RÉSIDENTIEL		TRANSPORTATION & UTILITIES / TRANSPORT & SERVICES PUBLICS	
COMMERCIAL / COMMERCIAL		OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION	
INSTITUTIONAL / INSTITUTIONNEL		UNDEVELOPED / NON AMÉNAGÉ	

4.2 PROPERTY DESCRIPTIONS

4.2.1 PWC* Wellesley Post Office

Location: 47 Queen St, Wellesley (core)

SITE		STRUCTURE	
Area:	0.11 ha	**Number:**	1
Acquisition dates:	1958/1960	**Function:**	postal services
% covered by structure:	25	**Occupant:**	CPC
Parking:	adequate	**Area (gross):**	76 m^2
Access:	good by car	**Storeys:**	1
Zoning:	institutional non-profit	**Date of Construction:**	1960

Surrounding land use: residential, commercial

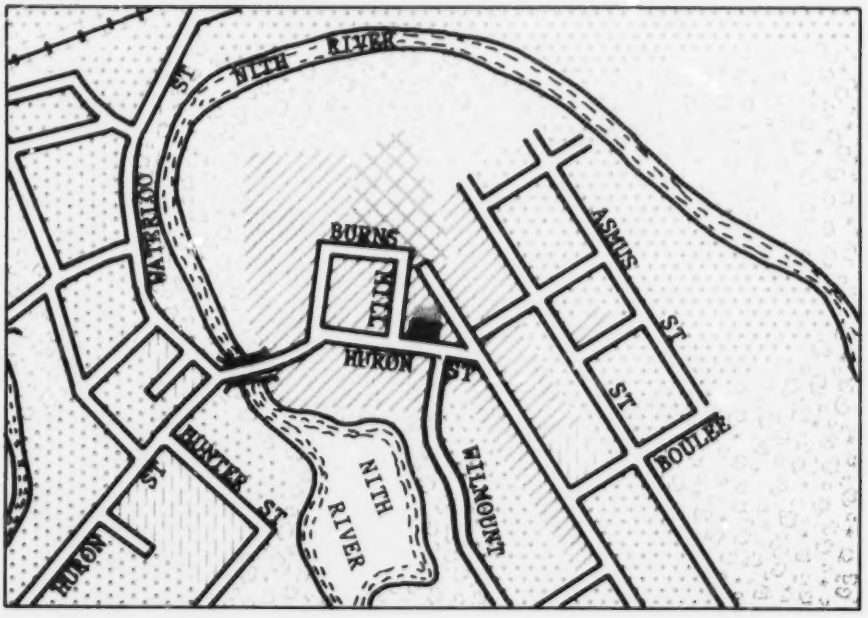
CRPI Code: 35 30 027 83 DPW010553

This post office is a one story brick building located in the commercial core of Wellesley, one block from the main business intersection.

*On July 15, 1982, this property was transferred from PWC to CPC by Order-in-Council PC 1982-2091.

Figure 2

PWC GOVERNMENT OF CANADA BUILDING, NEW HAMBURG
TPC IMMEUBLE FÉDÉRAL, NEW HAMBURG



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INSTITUTIONAL / INSTITUTIONNEL		UNDEVELOPED / NON AMÉNAGÉ	

4.2.2 PWC* Government of Canada Building

Location: Huron and Wilmot Streets, New Hamburg, (core)

SITE		STRUCTURE	
Area:	0.09 ha	**Number:**	1
Acquisition dates:	1961, 1962	**Function:**	postal services
% covered by structure:	80	**Occupant:**	CPC
Parking:	very limited on site	**Area (gross):**	246 m^2
Access:	good	**Storeys:**	1
Zoning:	general commercial	**Date of Construction:**	1962

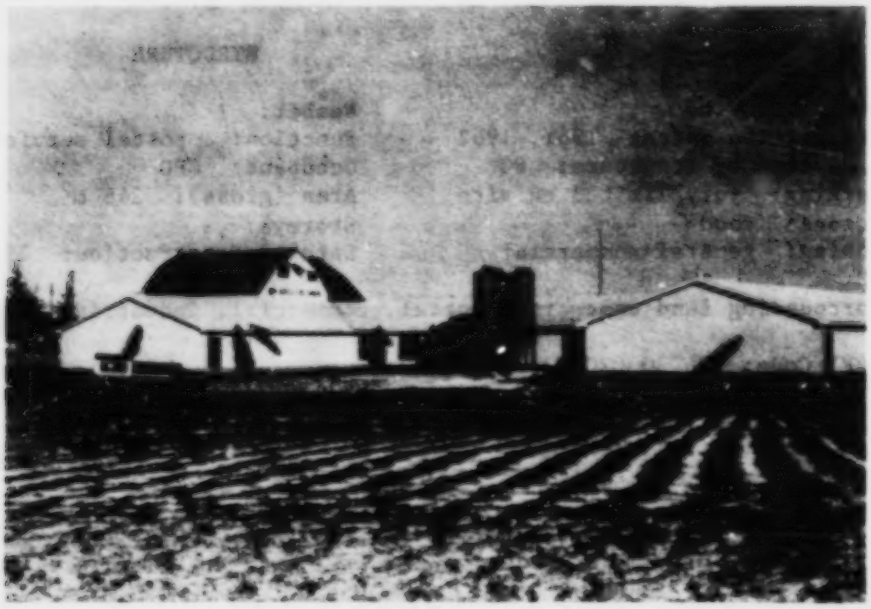
Surrounding land use: residential, commercial, industrial

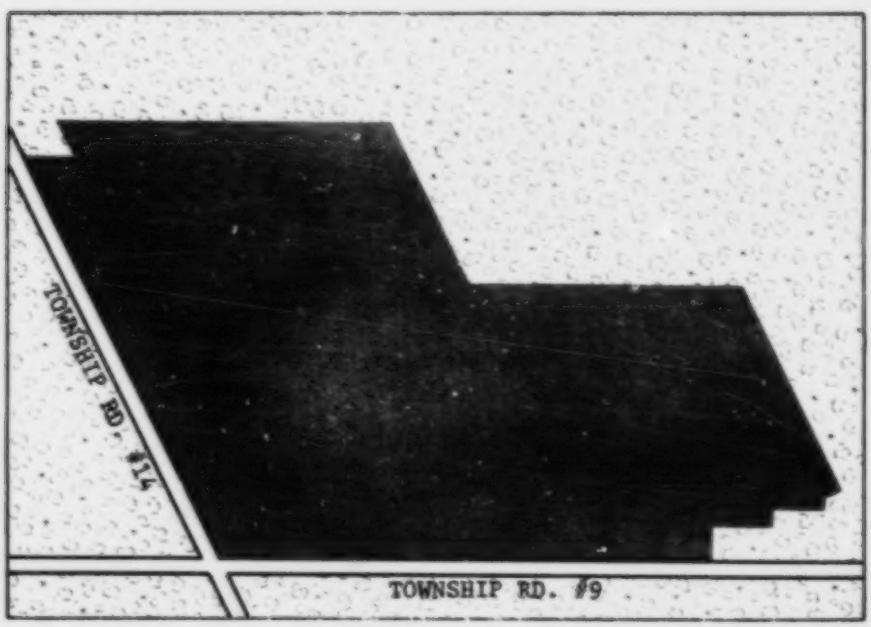
CRPI Code: 35 30 020 83 DPW010552

*On July 15, 1982, this property was transferred from PWC to CPC by Order-in-Council PC 1982-2091.

Figure 3

AGR SWINE TESTING STATION, NEW HAMBURG
AGR POSTE DE CONTRÔLE DES PORCS, NEW HAMBURG





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4.2.3 AGR Swine Testing Station

Location: Intersection of the 9th Regional Road and the 14th Concession, Wilmot Township (rural)

SITE

Area: 59.21 ha
Acquisition date: 1973
% covered by structure: 5
Parking: adequate
Access: good by car
Zoning: agriculture

Surrounding land use: open space

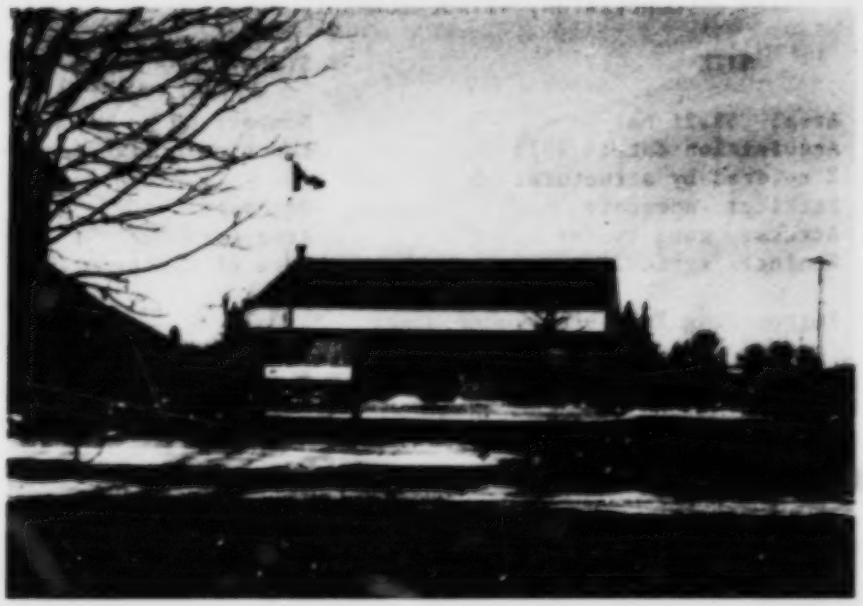
CRPI Code: 35 30 020 83 AGR010548

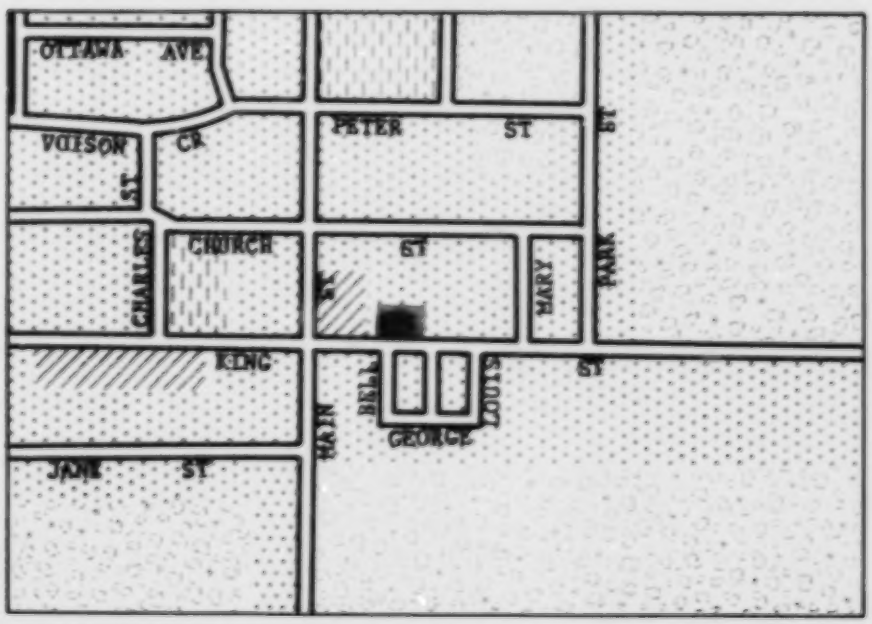
STRUCTURE

Number: 3
Function: livestock testing
Occupant: AGR
Area (gross): 2981 m^2
Date of Construction: 1974

Figure 4

PWC ST. CLEMENTS POST OFFICE
TPC BUREAU DE POSTE DE ST-CLEMENTS





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COMMERCIAL / COMMERCIAL
INSTITUTIONAL / INSTITUTIONNEL
INDUSTRIAL / INDUSTRIEL
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OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION
UNDEVELOPED / NON AMÉNAGÉ

4.2.4 PWC* St. Clements Post Office

Location: King Street, St. Clements, (core)

SITE		STRUCTURE	
Area:	0.13 ha	**Number:**	1
Acquisition date:	1977	**Function:**	postal services
% covered by structure:	20	**Occupant:**	CPC
Parking:	adequate	**Area (gross):**	114 m^2
Access:	good	**Storeys:**	1
Zoning:	residential	**Date of Construction:**	1977

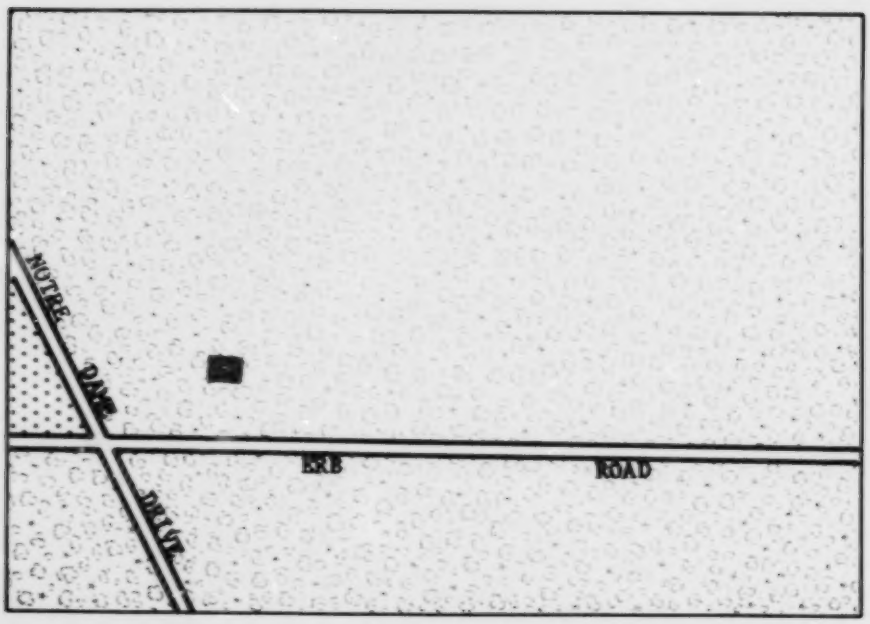
Surrounding land use: residential, commercial

CRPI Code: 35 30 027 83 DPW010554

*On July 15, 1982, this property was transferred from PWC to CPC by Order-in-Council PC 1982-2091.

Figure 5

CBC TOWER, ST. AGATHA
R-C TOUR, ST-AGATHA



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FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE

RESIDENTIAL / RÉSIDENTIEL

COMMERCIAL / COMMERCIAL

INSTITUTIONAL / INSTITUTIONNEL

INDUSTRIAL / INDUSTRIEL

TRANSPORTATION & UTILITIES / TRANSPORT & SERVICES PUBLICS

OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION

UNDEVELOPED / NON AMÉNAGÉ

4.2.5 CBC Tower

Location: Northeast of St. Agatha, (near the intersection of Notre Dame Drive and Erb Road), (rural)

SITE

Area: 7.45 ha
Acquisition date: 1975
% covered by structure: negligible
Access: restricted to CBC personnel by car
Zoning: agriculture

Surrounding land use: open space

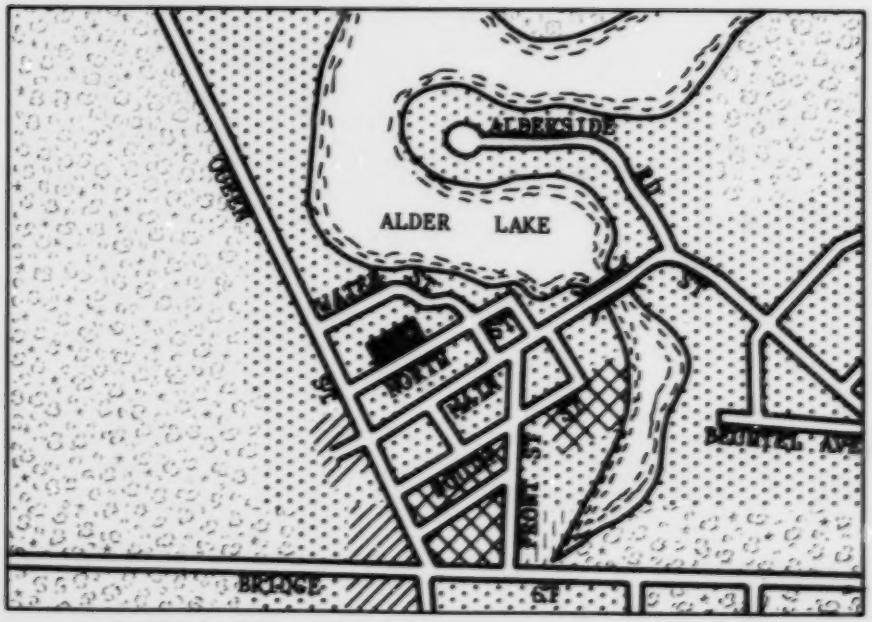
CRPI Code: 35 30 020 83 CBC010549

STRUCTURE

Number: 1
Function: transmitter and receiver
Occupant: CBC
Area (gross): 83 m^2
Date of Construction: 1975

Figure 6

PWC NEW DUNDEE POST OFFICE
TPC BUREAU DE POSTE DE NEW DUNDEE



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FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE
RESIDENTIAL / RÉSIDENTIEL
COMMERCIAL / COMMERCIAL
INSTITUTIONAL / INSTITUTIONNEL
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TRANSPORTATION & UTILITIES / TRANSPORT & SERVICES PUBLICS
OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION
UNDEVELOPED / NON AMÉNAGÉ

4.2.6 PWC* New Dundee Post Office

Location: 64 North Street, New Dundee, (central)

SITE	STRUCTURE
Area: 0.10 ha	**Number:** 1
Acquisition date: 1977	**Function:** postal services
% covered by structure: 35	**Occupant:** CPC
Parking: adequate	**Area (gross):** 151 m^2
Access: good	**Storeys:** 1
Zoning: residential	**Date of Construction:** 1977

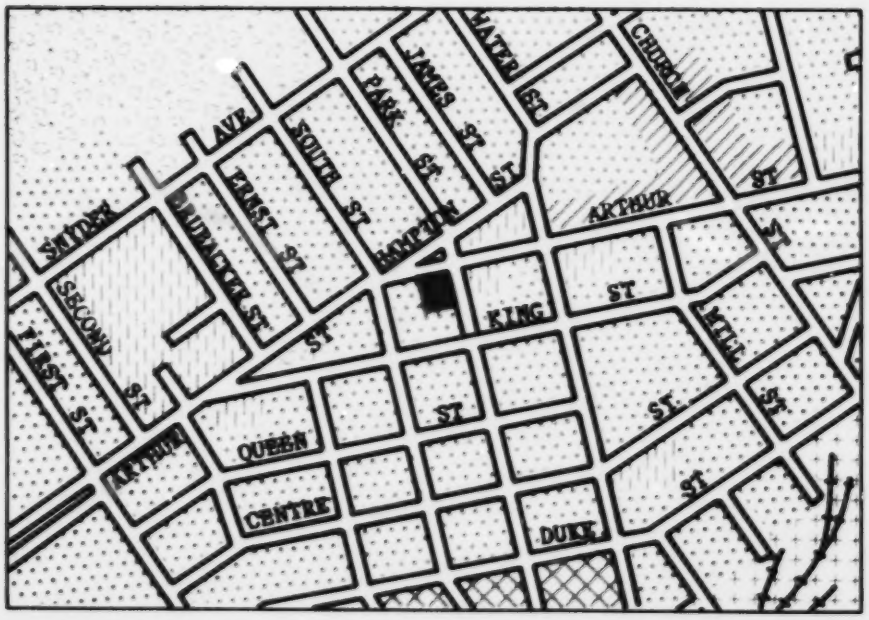
Surrounding land use: residential

CRPI Code: 35 30 020 83 DPW010550

*On July 15, 1982, this property was transferred from PWC to CPC by Order-in-Council PC 1982-2091.

Figure 7

PWC ELMIRA POST OFFICE
TPC BUREAU DE POSTE DE ELMIRA



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FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE		INDUSTRIAL / INDUSTRIEL	
RESIDENTIAL / RÉSIDENTIEL		TRANSPORTATION / TRANSPORT & UTILITIES / TRANSPORT & SERVICES PUBLICS	
COMMERCIAL / COMMERCIAL		OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION	
INSTITUTIONAL / INSTITUTIONNEL		UNDEVELOPED / NON AMÉNAGÉ	

4.2.7 PWC* Elmira Post Office

Location: 85-89 Arthur Street, Elmira, (core)

SITE

Area: 0.16 ha
Acquisition date: 1964
% covered by structure: 50
Parking: adequate
Access: good
Zoning: commercial

STRUCTURE

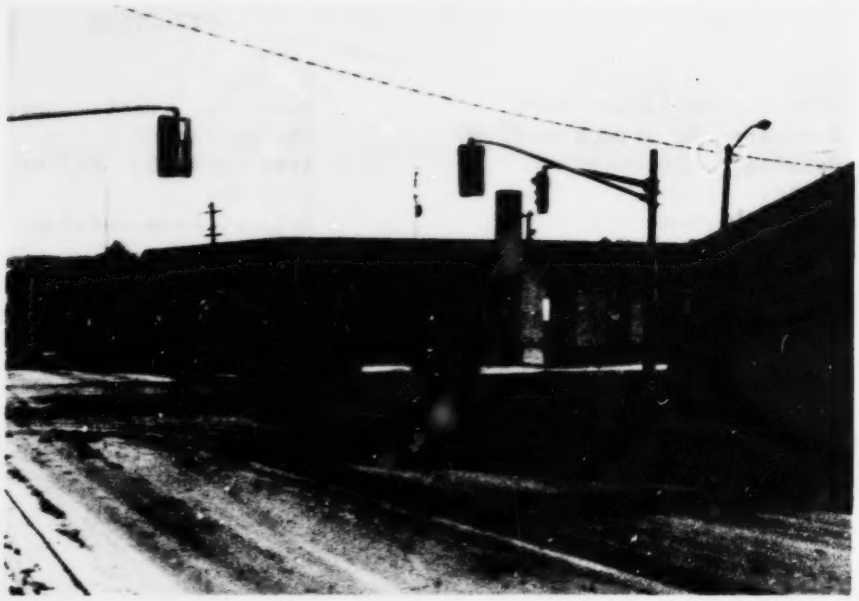
Number: 1
Function: postal services
Occupant: CPC
Area (gross): 862 m^2
Storeys: 1
Date of Construction: 1966

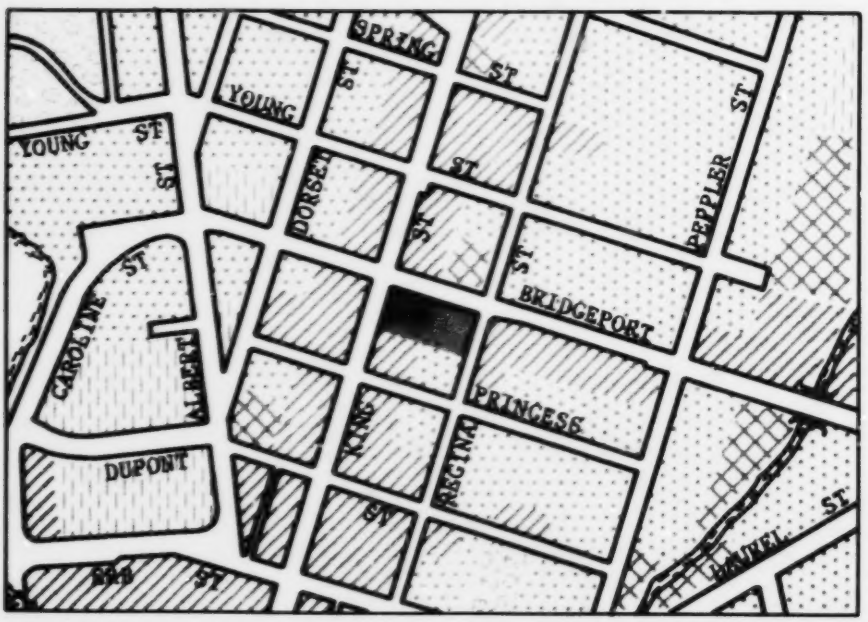
Surrounding land use: institutional, residential, open space

*On July 15, 1982, this property was transferred from PWC to CPC by Order-in-Council PC 1982-2091.

Figure 8

PWC GOVERNMENT OF CANADA BUILDING, WATERLOO
TPC IMMEUBLE FÉDÉRAL, WATERLOO





SCALE / ECHELLE 1:6000

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE
RESIDENTIAL / RÉSIDENTIEL
COMMERCIAL / COMMERCIAL
INSTITUTIONAL / INSTITUTIONNEL
INDUSTRIAL / INDUSTRIEL
TRANSPORTATION & UTILITIES / TRANSPORT & SERVICES PUBLICS
OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION
UNDEVELOPED / NON AMÉNAGÉ

4.2.8 PWC* Government of Canada Building

Location: 70 King Street North, Waterloo, (CBD)

SITE	STRUCTURE
Area: 0.46 ha	**Number:** 1
Acquisition date: 1961, 1965	**Function:** office building
% covered by structure: 30	**Occupant:** AGR, HWC, DND CPC, SOS
Parking: adequate	**Area (gross):** 2399 m^2
Access: good	**Storeys:** B & 1
Zoning: retail business	**Date of Construction:** 1965

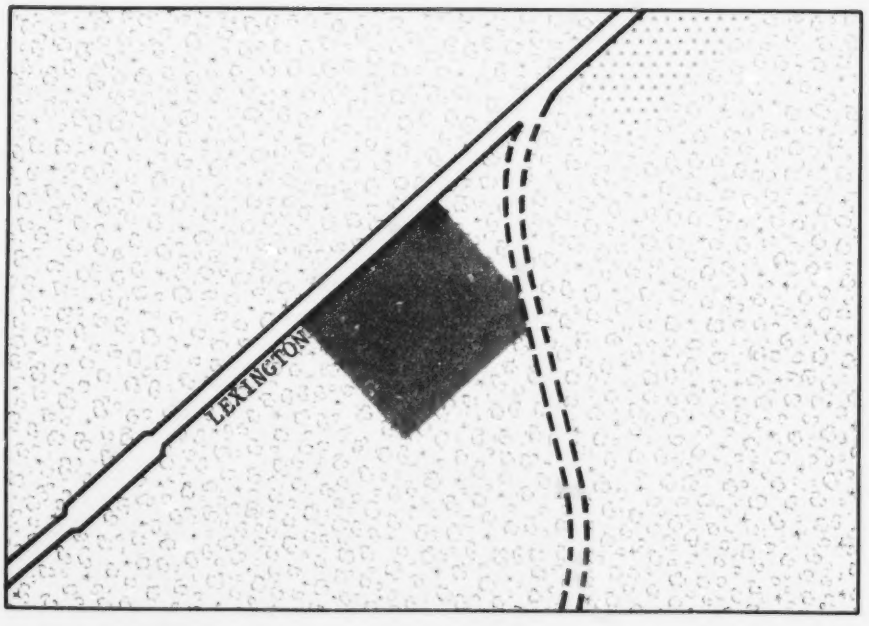
Surrounding land use: commercial, residential

CRPI Code: 35 30 013 83 019 DPW010543

*On July 15, 1982, this property was transferred from PWC to CPC by Order-in-Council PC 1982-2091.

Figure 9

PWC FORMER SWINE TESTING STATION, WATERLOO
TPC ANCIEN POSTE DE CONTRÔLE DES PORCS, WATERLOO



SCALE / ECHELLE 1:6000

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE
RESIDENTIAL / RÉSIDENTIEL
COMMERCIAL / COMMERCIAL
INSTITUTIONAL / INSTITUTIONNEL
INDUSTRIAL / INDUSTRIEL
TRANSPORTATION & UTILITIES / TRANSPORT & SERVICES PUBLICS
OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION
UNDEVELOPED / NON AMÉNAGÉ

4.2.9 PWC Former Swine Testing Station

Location: 121 Lexington Road, Waterloo, (urban fringe)

SITE

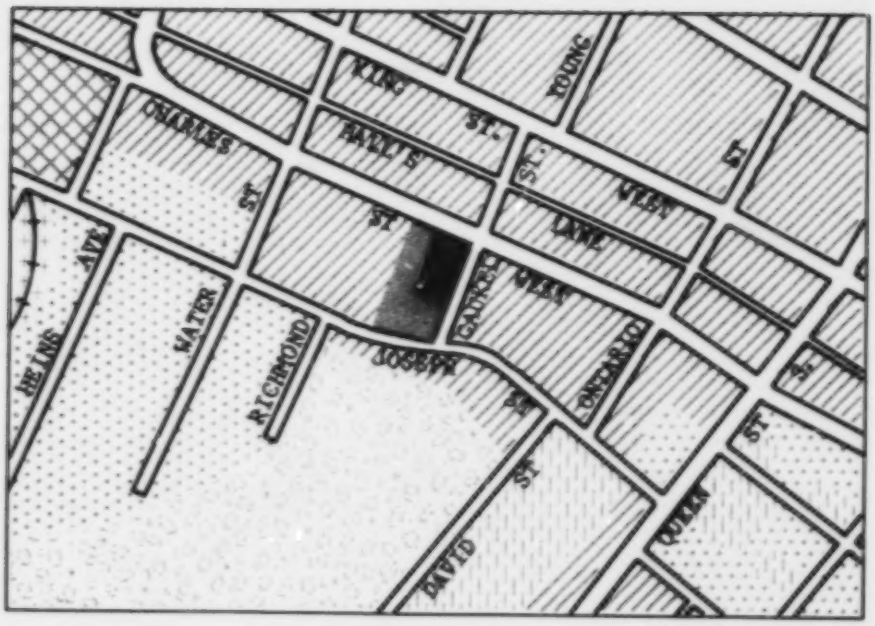
Area: 1.22 ha
Acquisition date: 1938
Zoning: agriculture

Surrounding land use: open space, residential

CRPI Code: 35 30 016 83 019 DPW010547

Figure 10

PWC KITCHENER, POSTAL TERMINAL
TPC TERMINUS POSTAL DE KITCHENER



SCALE / ECHELLE 1:6000

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE
RESIDENTIAL / RÉSIDENTIEL
COMMERCIAL / COMMERCIAL
INSTITUTIONAL / INSTITUTIONNEL
INDUSTRIAL / INDUSTRIEL
TRANSPORTATION & UTILITIES / TRANSPORT & SERVICES PUBLICS
OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION
UNDEVELOPED / NON AMÉNAGÉ

4.2.10 PWC* Kitchener Postal Terminal

Location: 44 Gaukel Street, Kitchener, (CBD)

SITE	STRUCTURE
Area: 0.72 ha	**Number:** 1
Acquisition date: 1961, 1964	**Function:** postal services
% covered by structure: 40	**Occupant:** CPC, RCMP, AGR
Parking: adequate	**Area (gross):** 4456 m^2
Access: good	**Storeys:** B + 2
Zoning: commercial manufacturing	**Date of Construction:** 1961

Surrounding land use: commercial, residential

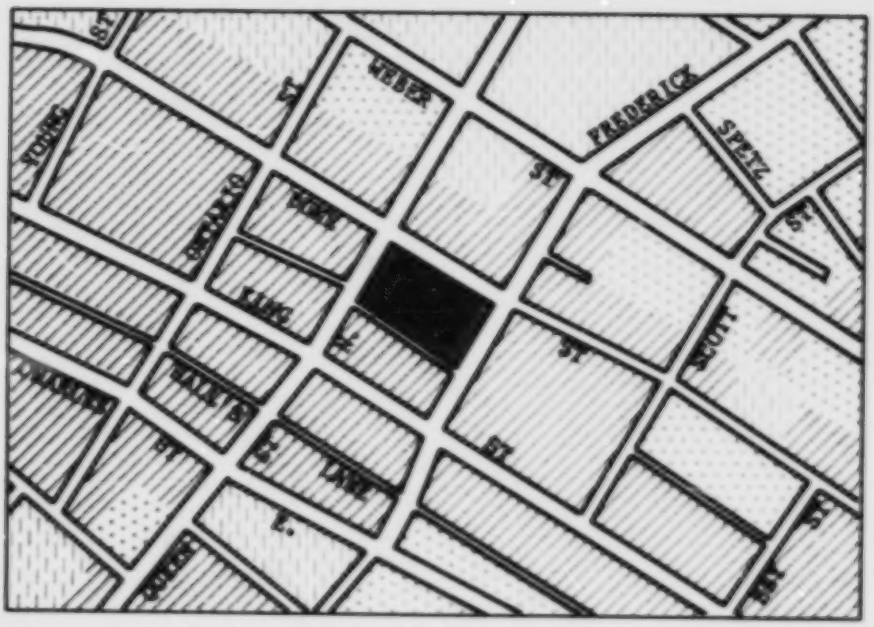
CRPI Code: 35 30 013 36 019 DPW010520

This property is located one block south of the CBD's main commercial street in an area which has recently undergone significant redevelopment.

*On July 15, 1982, this property was transferred from PWC to CPC by Order-in-Council PC 1982-2091.

Figure 11

PWC GOVERNMENT OF CANADA BUILDING, KITCHENER
TPC IMMEUBLE FÉDÉRAL, KITCHENER



SCALE / ECHELLE 1:6000

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE
RESIDENTIAL / RÉSIDENTIEL
COMMERCIAL / COMMERCIAL
INSTITUTIONAL / INSTITUTIONNEL
INDUSTRIAL / INDUSTRIEL
TRANSPORTATION & UTILITIES / TRANSPORT & SERVICES PUBLICS
OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATIF
UNDEVELOPED / NON AMÉNAGÉ

4.2.11 PWC Government of Canada Building

Location: 15 Duke Street, Kitchener, (CBD)

SITE	STRUCTURE
Area: 0.33 ha	**Number:** 1
Acquisition dates: 1937	**Function:** office
% covered by structure: 60	**Occupants:** CPC, CEIC, RC-C&E, DND
Parking: limited, city parking only	**Area (gross):** 3871 m^2
	Storeys: B + 2
Access: good	**Date of Construction:** 1936
Zoning: downtown commercial	**PWC Heritage Status:** maintain*

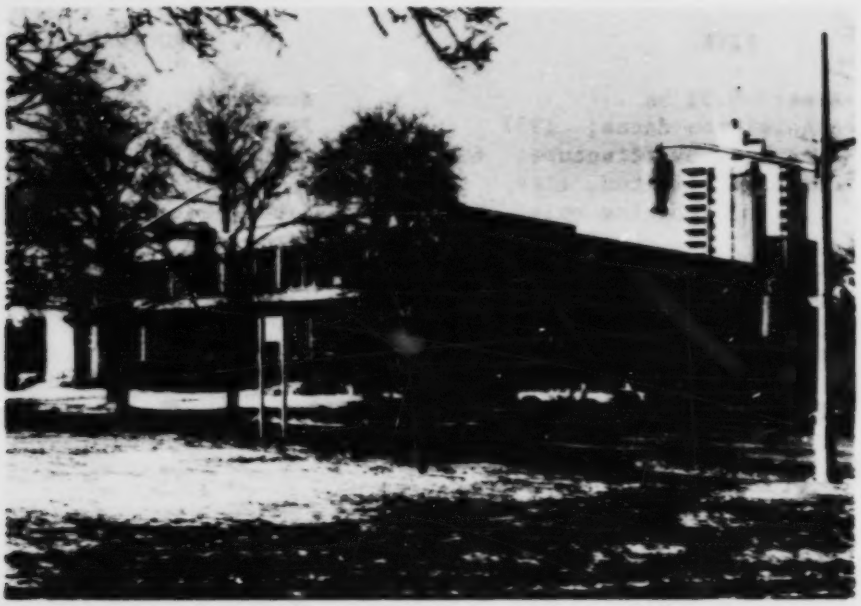
Surrounding land use: commercial, residential, institutional

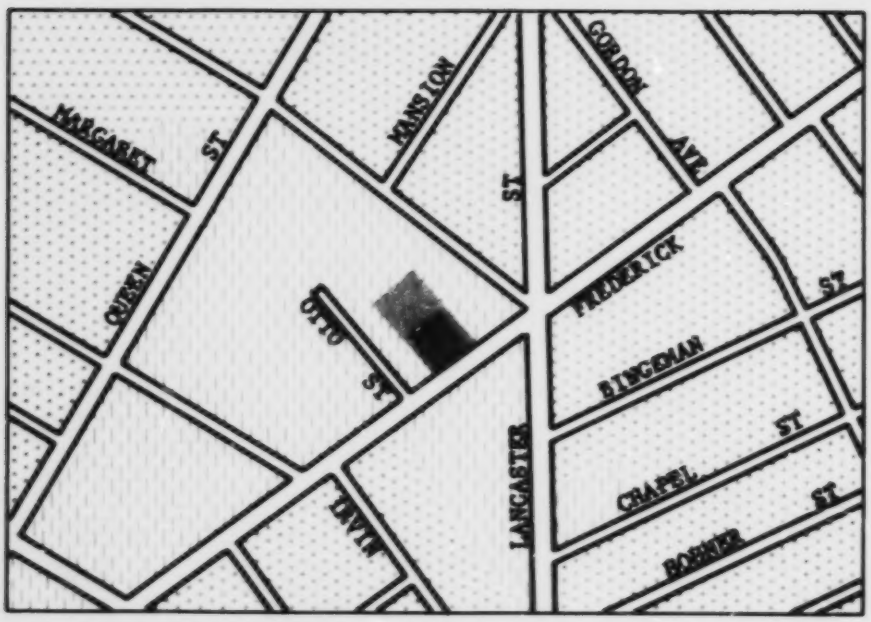
CRPI Code: 35 30 013 36 019 DPW010518

*For a further explanation see Appendix A

Figure 12

PWC GOVERNMENT OF CANADA BUILDING, KITCHENER
TPC IMMEUBLE FÉDÉRAL, KITCHENER





SCALE / ECHELLE 1:6000

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE
RESIDENTIAL / RÉSIDENTIEL
COMMERCIAL / COMMERCIAL
INSTITUTIONAL / INSTITUTIONNEL
INDUSTRIAL / INDUSTRIEL
TRANSPORTATION & UTILITIES / TRANSPORT & SERVICES PUBLICS
OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION
UNDEVELOPED / NON AMÉNAGÉ

4.2.12 PWC Government of Canada Building

Location: 166 Frederick Street, Kitchener, (CBD)

SITE

Area: 0.52 ha
Acquisition date: 1955
% covered by structure: 70
Parking: adequate
Access: good
Zoning: Civic Centre

STRUCTURE

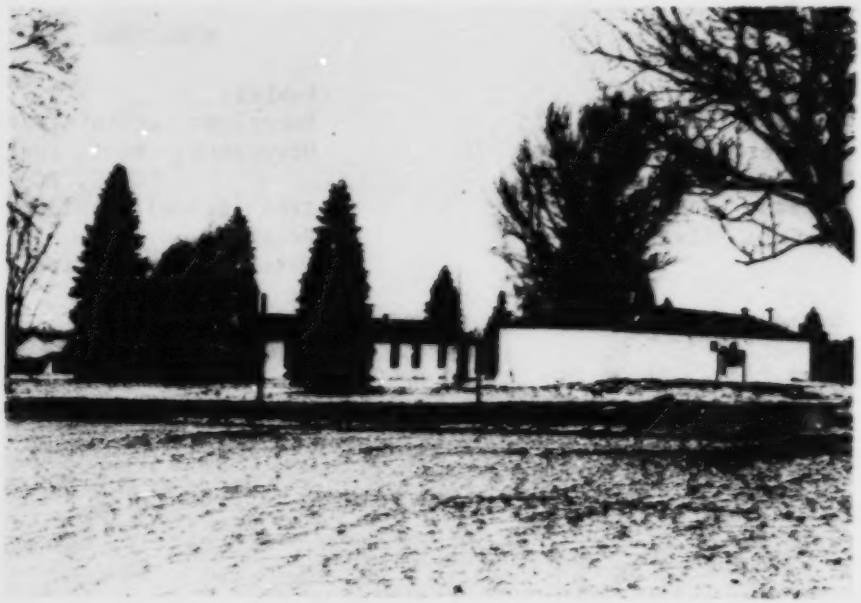
Number: 1
Function: administration
Occupants: RC-T, (parking: PWC, CEIC, RC-C&E, HWC)
Area (gross): 5823 m^2
Storeys: B + 2
Date of Construction: 1958

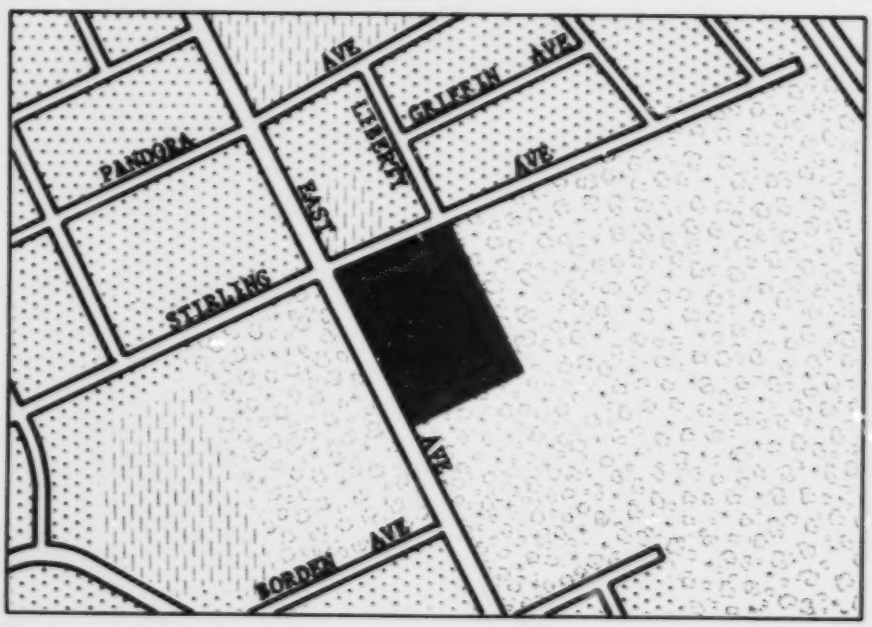
Surrounding land use: institutional, residential

CRPI Code: 35 30 013 36 019 DPW010519

Figure 13

DND KNOLLWOOD PARK
MDN PARC KNOLLWOOD



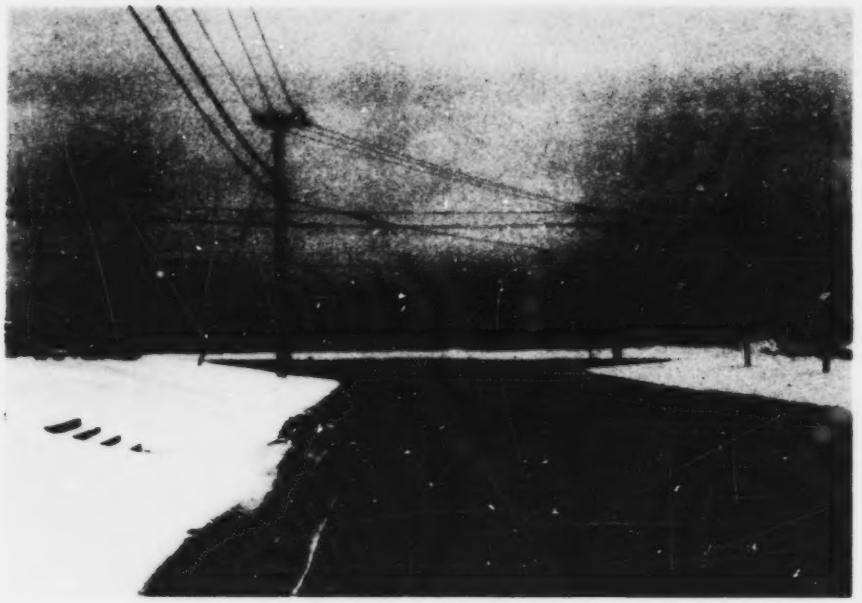


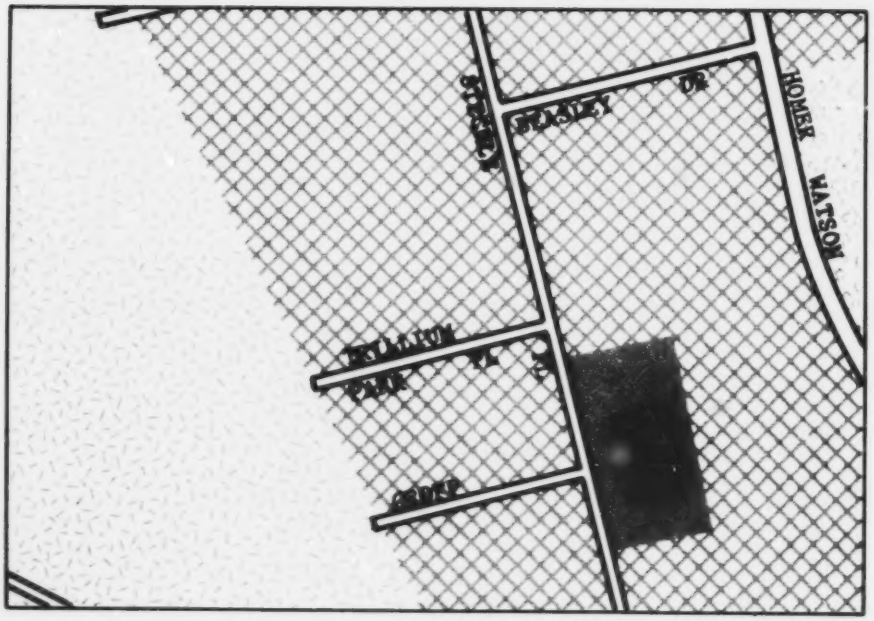
SCALE / ECHELLE 1:6000

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE
RESIDENTIAL / RÉSIDENTIEL
COMMERCIAL / COMMERCIAL
INSTITUTIONAL / INSTITUTIONNEL
INDUSTRIAL / INDUSTRIEL
TRANSPORTATION & UTILITIES / TRANSPORT & SERVICES PUBLICS
OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION
UNDEVELOPED / NON AMÉNAGÉ

Figure 14

PWC MAIL PROCESSING PLANT, KITCHENER
TPC INSTALLATION DE TRAITEMENT DU COURRIER, KITCHENER





SCALE / ECHELLE 1:6000

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE
RESIDENTIAL / RÉSIDENTIEL
COMMERCIAL / COMMERCIAL
INSTITUTIONAL / INSTITUTIONNEL
INDUSTRIAL / INDUSTRIEL
TRANSPORTATION & UTILITIES / TRANSPORT & SERVICES PUBLICS
OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION
UNDEVELOPED / NON AMÉNAGÉ

4.2.14 PWC* Kitchener Mail Processing Plant

Location: 70 Trillium Drive, Kitchener, (periphery)

SITE	STRUCTURE
Area: 5.67 ha	**Number:** 1
Acquisition date: 1976	**Function:** postal services
% covered by structure: 20	**Occupant:** CPC
Parking: adequate	**Area (gross):** 9608 m^2
Access: good by car fair by transit	**Storeys:** 1
Zoning: industrial park	**Date of Construction:** 1977

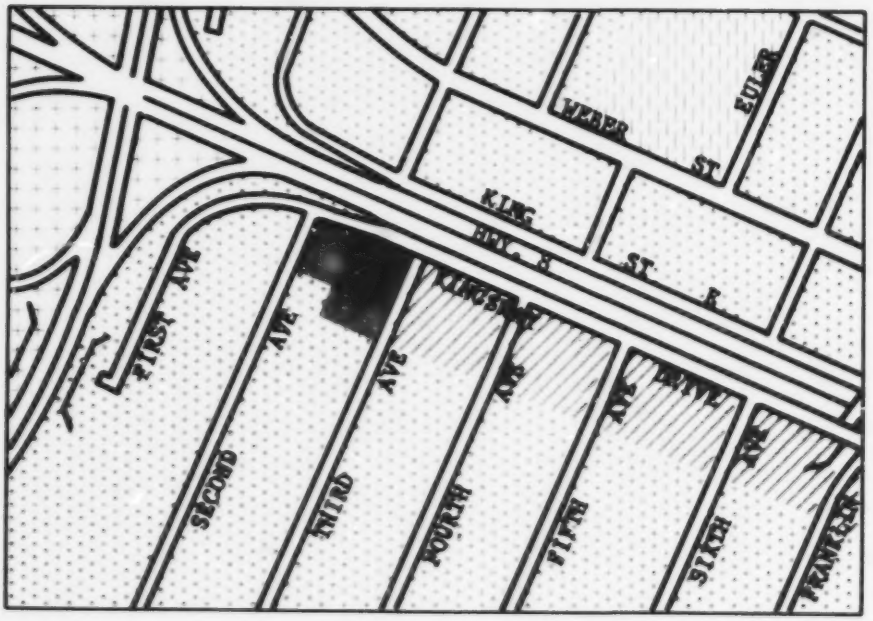
Surrounding land use: institutional, residential, open space

CRPI Code: 35 30 013 36 019 DPW010536

*On July 15, 1982, this property was transferred from PWC to CPC by Order-in-Council PC 1982-2091.

Figure 16

PWC KITCHENER LETTER CARRIER DEPOT
TPC POSTE DE FACTEURS DE KITCHENER



SCALE / ECHELLE 1:6000

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE
RESIDENTIAL / RÉSIDENTIEL
COMMERCIAL / COMMERCIAL
INSTITUTIONAL / INSTITUTIONNEL
INDUSTRIAL / INDUSTRIEL
TRANSPORTATION & UTILITIES / TRANSPORT & SERVICES PUBLICS
OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION
UNDEVELOPED / NON AMÉNAGÉ

4.2.16 PWC* Kitchener Letter Carrier Depot

Location: 4 Third Avenue, Kitchener, (suburbs)

SITE	STRUCTURE
Area: 0.27 ha	**Number:** 1
Acquisition date: 1974	**Function:** postal services
% covered by structure: 35	**Occupant:** CPC
Parking: adequate	**Area (gross):** 540 m^2
Access: good by car	**Storeys:** 1
Zoning: commercial manufacturing	**Date of Construction:** 1974

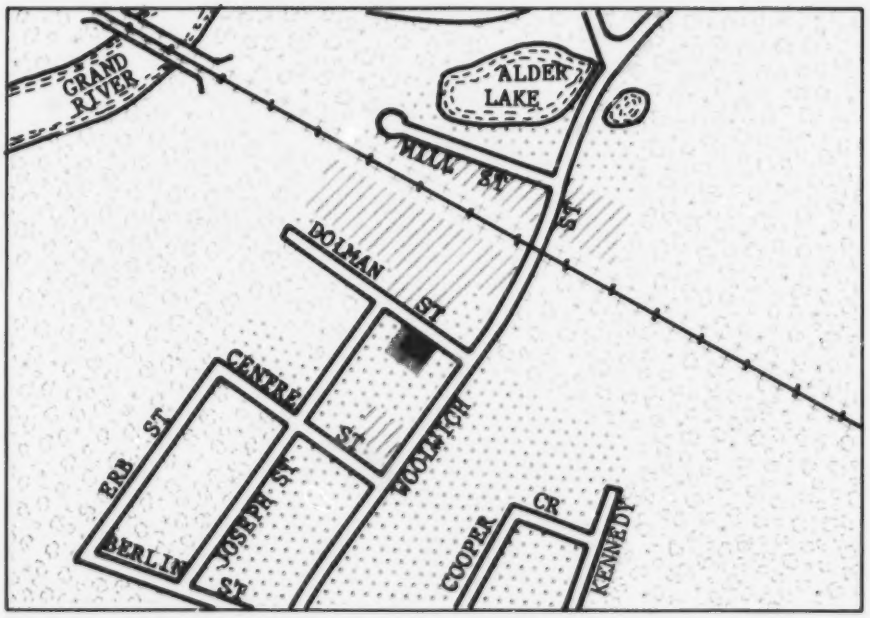
Surrounding land use: residential

CRPI Code: 35 30 013 36 019 DPW010528

*On July 15, 1982, this property was transferred from PWC to CPC by Order-in-Council PC 1982-2091.

Figure 17

PWC BRESLAU POST OFFICE
TPC BUREAU DE POSTE DE BRESLAU



SCALE / ECHELLE 1:6600

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE
RESIDENTIAL / RÉSIDENTIEL
COMMERCIAL / COMMERCIAL
INSTITUTIONAL / INSTITUTIONNEL
INDUSTRIAL / INDUSTRIEL
TRANSPORTATION & UTILITIES / TRANSPORT & SERVICES PUBLICS
OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION
UNDEVELOPED / NON AMÉNAGÉ

4.2.17 PWC* Breslau Post Office

Location: Dolman Street, Breslau (central)

SITE	STRUCTURE
Area: 0.08 ha	**Number:** 1
Acquisition date: 1969	**Function:** postal services
% covered by structure: 25	**Occupant:** CPC
Parking: adequate	**Area (gross):** 107 m^2
Access: good by car	**Storeys:** 1
Zoning: residential	**Date of Construction:** 1970

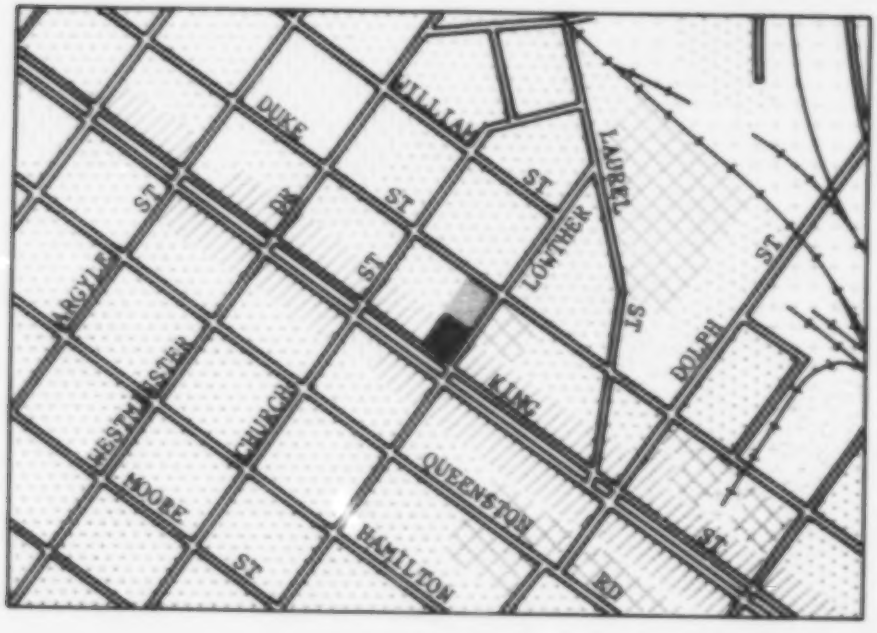
Surrounding land use: residential, commercial

CRPI Code: 35 30 035 83 019 DPW010509

*On July 15, 1982, this property was transferred from PWC to CPC by Order-in-Council PC 1982-2091.

Figure 18

PWC GOVERNMENT OF CANADA BUILDING, PRESTON - CAMBRIDGE
TPC IMMEUBLE FEDERAL, PRESTON-CAMBRIDGE



SCALE / ECHELLE 1:10000

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE		INDUSTRIAL / INDUSTRIEL	
RESIDENTIAL / RÉSIDENTIEL		TRANSPORTATION & UTILITIES / TRANSPORT & SERVICES PUBLICS	
COMMERCIAL / COMMERCIAL		OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION	
INSTITUTIONAL / INSTITUTIONNEL		UNDEVELOPED / NON AMÉNAGÉ	

4.2.18 PWC* Government of Canada Building

Location: 863 King Street (at Lowther Street), Preston-Cambridge

SITE	STRUCTURE
Area: 0.20 ha	**Number:** 1
Acquisition date: 1958	**Function:** postal services and admin.
% covered by structure: 30	**Occupants:** CPC, State Canada Cambridge Transit Commission
Parking: adequate	**Area (gross):** 1092 m^2
Access: good	**Vacant Area (gross):** 70 m^2
Zoning: commercial	**Storeys:** 1
	Date of Construction: 1960

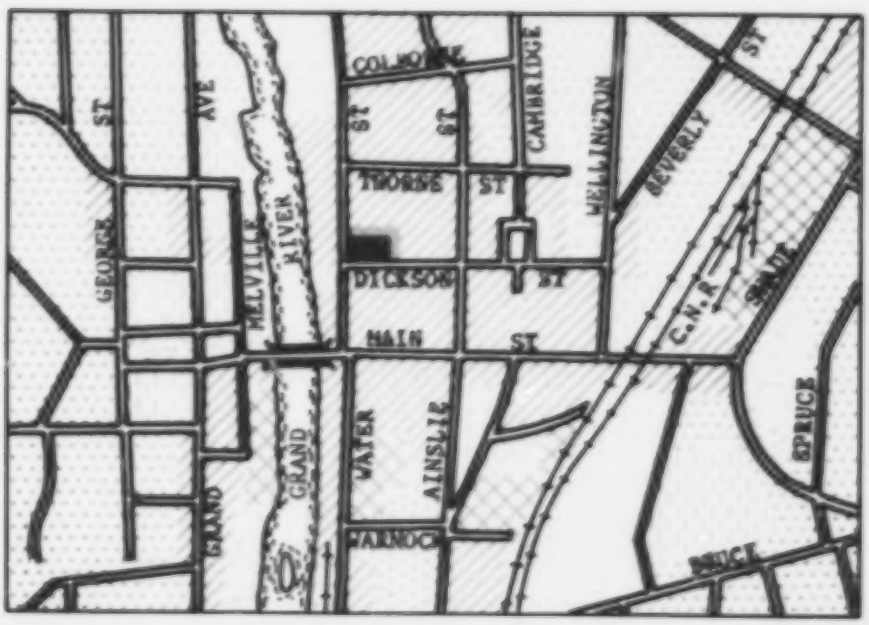
Surrounding land use: residential, commercial

CRPI Code: 35 30 010 08 019 DPW010506

*On July 15, 1982, this property was transferred from PWC to CPC by Order-in-Council PC 1982-2091.

Figure 19

PWC GOVERNMENT OF CANADA BUILDING, GALT-CAMBRIDGE
TPC IMMEUBLE FÉDÉRAL DE GALT-CAMBRIDGE



SCALE / ECHELLE 1:10000

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE
RESIDENTIAL / RÉSIDENTIEL
COMMERCIAL / COMMERCIAL
INSTITUTIONAL / INSTITUTIONNEL
INDUSTRIAL / INDUSTRIEL
TRANSPORTATION & UTILITIES / TRANSPORT & SERVICES PUBLICS
OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION
UNDEVELOPED / NON AMÉNAGÉ

4.2.19 PWC* Government of Canada Building

Location: 35 Dickson Street, Galt-Cambridge, (CBD)

SITE	STRUCTURE
Area: 0.38 ha	**Number:** 1
Acquisition date: 1934	**Function:** postal services and admin.
% covered by structure: 45	**Occupant:** RC-C&E, CPC, CEIC
Parking: adequate	**Area (gross):** 3555 m^2
Access: good	**Storeys:** B + 2
Zoning: commercial	**Date of Construction:** 1934 1963
	PWC Heritage Status: preserve

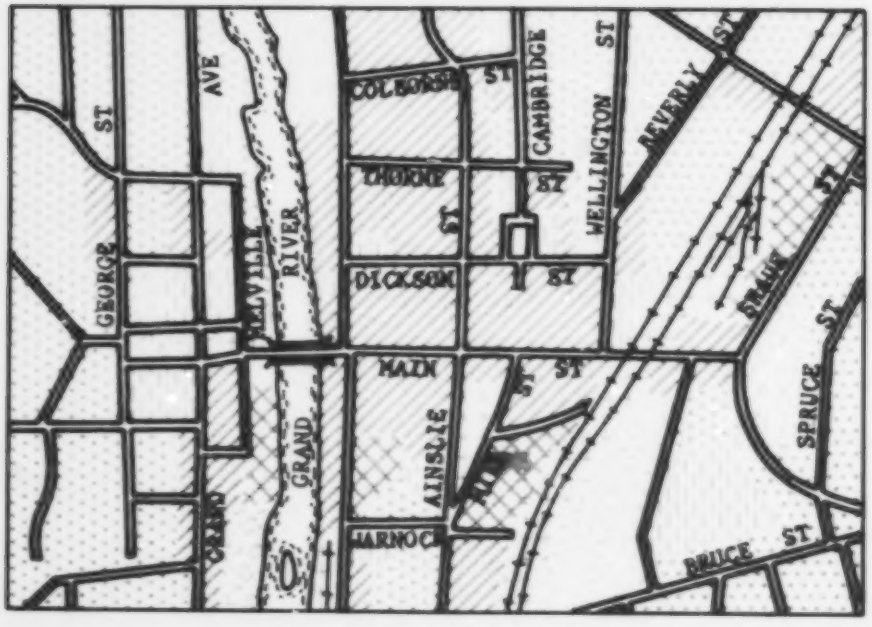
Surrounding land use: commercial

CRPI Code: 35 30 010 08 019 DFW010505

*On July 15, 1982, this property was transferred from PWC to CPC by Order-in-Council PC 1982-2091.

Figure 20

DND GALT-CAMBRIDGE ARMOURY
MDN MANÈGE MILITAIRE DE GALT-CAMBRIDGE



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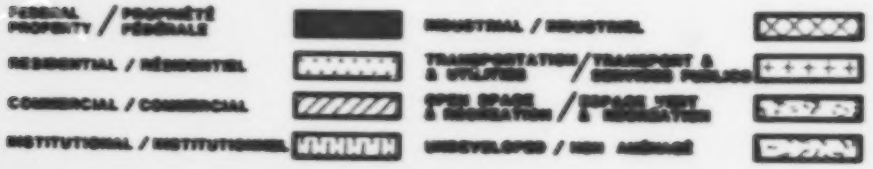


4.2.20 DND Galt-Cambridge Armoury

Location: Mill Street, Galt-Cambridge, (CBD)

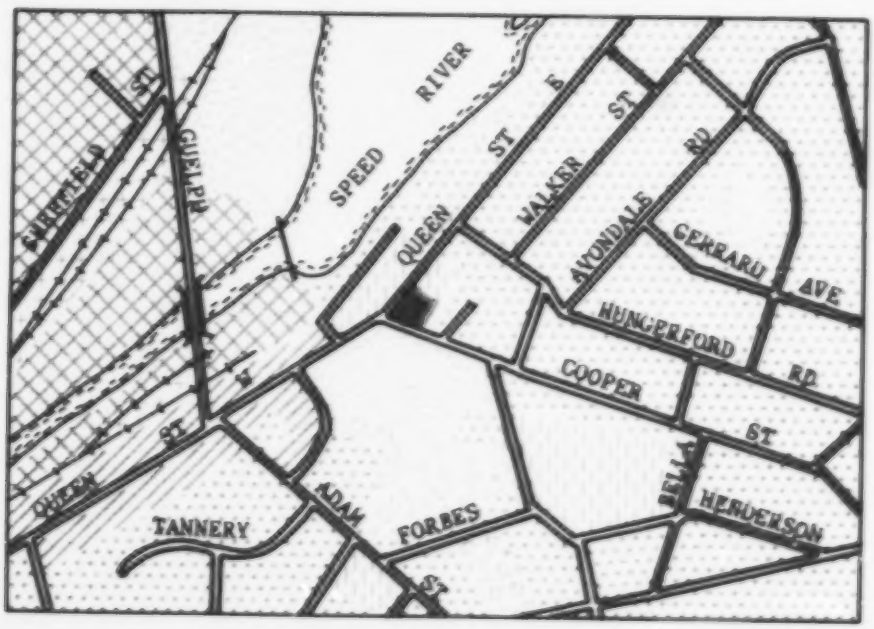
SITE	STRUCTURE
Area: 0.20 ha	**Number:** 1
Acquisition date: 1913	**Function:** military activities
% covered by structure: 80	**Occupant:** DND
Parking: adequate	**Area (gross):** 2548 m^2
Access: good	**Storeys:** B + 2
Zoning: commercial	**Date of Construction:** 1914

Surrounding land use: commercial, industrial, transportation

CRPI Code: 35 30 010 08 019 DND010504

Figure 21

PWC HESPELER POST OFFICE
TPC BUREAU DE POSTE DE HESPELER



SCALE / ECHELLE 1:10000

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE
RESIDENTIAL / RÉSIDENTIEL
COMMERCIAL / COMMERCIAL
INSTITUTIONAL / INSTITUTIONNEL
INDUSTRIAL / INDUSTRIEL
TRANSPORTATION & UTILITIES / TRANSPORT & SERVICES PUBLICS
OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION
UNDEVELOPED / NON AMÉNAGÉ

4.2.21 PWC* Hespeler Post Office

Location: 74 Queen Street East, Hespeler-Cambridge, (core)

SITE		STRUCTURE	
Area:	0.15 ha	**Number:**	1
Acquisition date:	1913	**Function:**	postal services
% covered by structure:	60	**Occupant:**	CPC
Parking:	adequate	**Area (gross):**	705 m^2
Access:	good	**Storeys:**	B + 2
Zoning:	institutional	**Date of Construction:**	1913
		PWC Heritage Status:	maintain

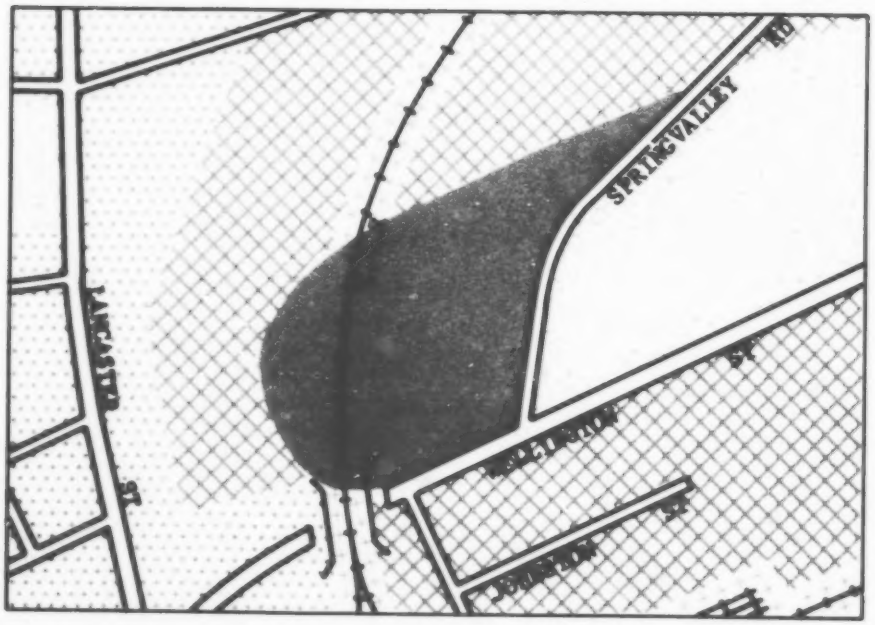
Surrounding land use: institutional, residential, commercial

CRPI Code: 35 30 010 08 019 DPW010507

*On July 15, 1982, this property was transferred from PWC to CPC by Order-in-Council PC 1982-2091.

Figure 22

DOE(PC) WOODSIDE NATIONAL HISTORIC PARK
EC(PC) PARC NATIONAL HISTORIQUE DE WOODSIDE



SCALE / ECHELLE 1:6000

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE		INDUSTRIAL / INDUSTRIEL	
RESIDENTIAL / RÉSIDENTIEL		TRANSPORTATION & UTILITIES / TRANSPORT & SERVICES PUBLICS	
COMMERCIAL / COMMERCIAL		OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION	
INSTITUTIONAL / INSTITUTIONNEL		UNDEVELOPED / NON AMÉNAGÉ	

4.2.22 DOE (PC) Woodside National Historic Park

Location: 528 Wellington Street, Kitchener

SITE		STRUCTURE	
Area:	5.61 ha	**Number:**	2
Acquisition date:	1954	**Function:**	Historic site
% covered by structure:	5	**Occupant:**	PC
Parking:	adequate	**Area (gross):**	1080 m^2
Access:	good by car	**Storeys:**	B + 2
Zoning:	park, public open space	**Date of Construction:**	1853

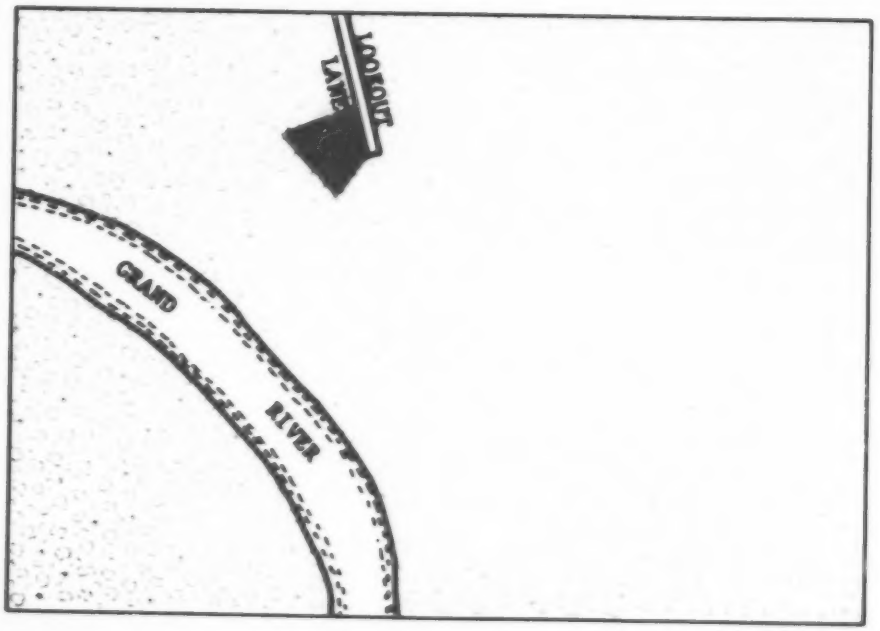
Surrounding land use: industrial, residential, open space

CRPI Code: 35 30 013 36 019 DOE210540

This property, the one time home of former Canadian Prime Minister William Lyon MacKenzie King, has been classified as a National Historic Site by Parks Canada.

Figure 23

DOE(PC) WATERLOO PIONEER, NATIONAL HISTORIC SITE
EC(PC) LIEU NATIONAL HISTORIQUE DES PIONNIERS DE WATERLOO



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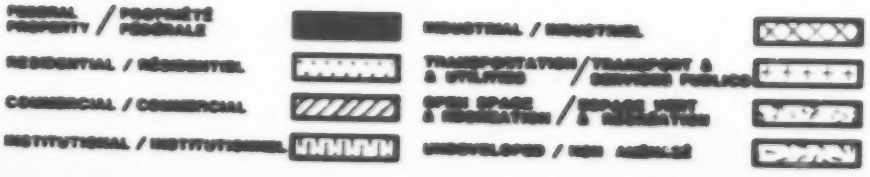

4.2.23 DOE (PC) Waterloo Pioneer National Historic Site

Location: 437 Tower Road, Kitchener, (periphery)

SITE	STRUCTURE
Area: 0.49 ha	**Number:** 1
Acquisition date: 1925	**Function:** historic site
% covered by structure: 5	**Date of Construction:** 1925
Parking: adequate	
Access: fair by car	
Zoning: agricultural	

Surrounding land use: open space

CRPI Code: 35 30 010 08 019 DOE210512

APPENDIX A

GLOSSARY OF TERMS

CBD - Central Business District

CRPI - Central Real Property Inventory - inventory of all federal real property.

Economic Life - The estimated period over which it is anticipated that a property may profitably be utilized. The period over which a property will yield a return on the investment, over and above the economic rent due to land. This period can never exceed and generally is shorter than the physical life of the improvements.

Excess - No longer required for operational purposes by a particular department. See "Surplus Property Procedures".

FLM - Federal Land Management - FLM policy requires that departments plan their acquisition, use and disposal of lands in a manner consistent with the principle that federal lands should be managed so as to combine the efficient provision of government services with the achievement of wider social, economic and environmental objectives.

Gross Area - (Outside Gross) That area measured from the outside surface of the outer building wall to the outside surface of the opposite outer building wall, for the area of each floor, without any deductions for opening which occur within the floor area. Where balconies and mezzanine floors occur within the exterior walls of the building, the actual area of these is measured and included.

Heritage Designation - The PWC Heritage Policy applies to all PWC owned structures constructed prior to 1945. Each structure is assessed according to the policy, and when heritage value is present it is designated as follows:

> **"Important"** - deserve the most careful attention. These properties require immediate attention. Their exteriors must be returned to or kept at a certain standard and they may contain interior spaces which must be preserved or even reconstructed. They may not be added to in most cases.
>
> **"Preserve"** - will serve well if rehabilitated. Exteriors are to be maintained or restored and most often, interior modification may proceed unhindered. They might be added to with sensitivity.

"Maintain" - require no special consideration beyond normal maintenance. This is a holding category for buildings which may find a clearer value in their communities as time goes by.

"Insignificant" - no appreciable heritage or social value.

Non-habitable vacant space - space which, by reason of design and/or condition, cannot be used to satisfy client requirement.

Property - generally refers to an area of land plus any structures that may be located thereon.

Rentable Floor Area - That area within the outside walls computed by measuring from the inside surface of the outer building wall to the inside surface of the opposite outer building wall, except where the outer building wall consists of 50% or more glass. In the latter case, the area is computed by measuring the innermost inside surface of such glass to the inside surface of the opposite outer building wall or glass, whichever is applicable. The area includes columns and projections necessary to the building structure but excludes Building Service Area (i.e., furnace rooms, public stairs etc.).

Surplus Property Procedures - When a federal department or agency no longer has any use for a property (improved or unimproved land, including waterlots), it completes a "Notice of Excess Crown Property" form, which PWC circulates to other departments. If another department has expressed an interest in acquiring the property, this fact is taken into consideration by PWC which makes a recommendation to TBAC/FLM on the federal departmental or agency transfer of the property. When there is no federal interest, the property may be declared surplus for disposal under the Surplus Crown Assets Act. If a property is determined surplus to federal requirements, Real Estate Services Disposal Guidelines regulate the priority of disposal action and terms of sale (i.e. provincial, municipal, public tender etc.) or lease. Structures (without land) surplus to departmental requirements are simply reported surplus under the Surplus Crown Assets Act and do not require TBAC/FLM review.

Usable Floor Area - The area within the outside walls measured and computed in the same manner as "Rentable Area" but excluding common use areas which serve the entire floor or building, known as Accessory Area (e.g., washrooms, cafeterias).

APPENDIX B

DEPARTMENT AND AGENCY ABBREVIATIONS

AGR	Agriculture Canada
CBC	Canadian Broadcasting Corporation
CEIC	Canada Employment & Immigration Commission
CN	Canadian National Railway
CPC	Canada Post Corporation
DOE (PC)	Environment Canada (Parks Canada)
DND	National Defence
HWC	Health and Welfare Canada
NRC	National Research Council
PWC	Public Works Canada
RC-C&E	Revenue Canada, Customs and Excise
RC-T	Revenue Canada, Taxation
RCMP	Royal Canadian Mounted Police
SOS	Secretary of State
State Can	Statistics Canada

GENERAL ABBREVIATIONS

CBD	Central Business District
CRPI	Central Real Property Inventory
TBAC/FLM	Treasury Board Advisory Committee on Federal Land Management, chaired by a representative of the Treasury Board Secretariat. The permanent members are representatives of PWC, DOE and CMHC

APPENDIX C

ASC PUBLISHED REPORTS

Newfoundland

St. John's

Nova Scotia

Halifax-Dartmouth

New Brunswick

Fredericton
Saint John

Quebec

Lower St. Lawrence
Gaspé and the Magdalen Islands
Granby
Haut-Saguenay
Lac St. Jean
Quebec Urban Community
Sorel
St. Hyacinthe
Valleyfiled

Ontario

Cornwall
Guelph
Hamilton
Kitchener-Waterloo
Metroplitan Toronto
Mid-Seaway Corridor
Mississauga
Niagara Region
North Bay
Oakville
Peterborough
Sault Ste. Marie
Sudbury
Thunder Bay
Timmins
Windsor

Manitoba

Winnipeg

Saskatchewan

Regina
Saskatoon

British Columbia

Fraser Valley
Okanagan Region
The Kootenays
Vancouver (map only)

Yukon

Whitehorse

FOOTNOTES

1. Ministry of Intergovernmental Affairs, Municipal Directory 1981, p. 20.
2. Regional Municipality of Waterloo, 2001 Regional Population Forecast, Regional Municipality of Waterloo, February 1980, p. 13.
3. Regional Municipality of Waterloo, The Regional Official Policies Plan, December 1976, p. 5.2.
4. Ibid, p. 10.1.
5. Ibid, p. 15.1.
6. Ibid, p. 8.5
7. City of Cambridge Planning Department, Discussion Paper on Existing Land Use, January 1981, p. 12.
8. Ibid, p. 12.
9. City of Cambridge Planning and Development Department, Planning Division, Discussion Paper on Households and Housing, October 180, p. 2-5.
10. Ibid, p. 2-5.
11. Regional Municipality of Waterloo Commissioner of Planning and Development, Annual Report for 1980 on Regional Subdivision Activity, February 1981, p. 2.

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2. City of Cambridge Planning Department, Discussion Paper on Existing Land Use, January 1981.

3. City of Cambridge Planning Department, Discussion Paper on Heritage Conservation, April 1981.

4. City of Cambridge Planning Department, Discussion Paper on Households and Housing, October 1980.

5. City of Cambridge Planning Department, Discussion Paper on Industrial Development Areas, December 1980.

6. City of Cambridge Planning Department, Discussion Paper on Population, October 1980.

7. City of Cambridge Planning Department, Discussion Paper on Social Development, April 1981.

8. City of Cambridge Planning Department, Industrial District Development Policy, July 1980.

9. City of Cambridge Planning Department, Municipal Energy Management, April 1980.

10. City of Cambridge Planning Department, Official Plan of the Cambridge Planning Area, May 1974.

11. City of Kitchener Planning Department, City of Kitchener Official Plan, June 1979.

12. Ministry of Industry and Tourism, Profiles of Ontario Municipalities, Book 1, 1980.

13. Ministry of Industry and Tourism, Profiles of Ontario Municipalities, Book 2, 1980.

14. Ministry of Intergovernmental Affairs, Municipal Directory 1981. Queen's Printer, Toronto, March 1981.

15. Palmer, W. H., Commissioner. Report of the Waterloo Region Review Commission, March 1979.

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16. Public Works Canada (Ontario Region) Kitchener-Waterloo Community Plan, September 1979.

17. Regional Municipality of Waterloo Commissioner of Planning and Development, Annual Report for 1980 on Regional Subdivision Activity, February 1981.

18. Regional Municipality of Waterloo Department of Planning and Development, Industrial Land Survey, January 1980.

19. Regional Municipality of Waterloo Department of Planning and Development, Regional Transportation Plan Review Transportation Systems Analysis (report no. 7), September 1978.

20. Regional Municipality of Waterloo, The Regional Official Policies Plan, December 1976.

21. Regional Municipality of Waterloo, 2001 Regional Population Forecast, February 27, 1980.

22. 1971 Census of Canada, Labour Force by Industry. Vol: III, Part: 4.

23. 1971 Census of Canada, Population: Census Subdivisions.

24. 1976 Census of Canada, Population: Geographic Distributions, Census Divisions and Subdivisions.

REGIONAL MUN
MUNICIPALITÉ
WATE
ONTA

MAP
CARTE

FEDERAL PROP
PROPRIÉTÉ FÉ

SCALE 1:100,0

Public Works Canada / Travaux publics Canada

WELLINGTON COUNTY

Peel

PERTH COUNTY

Mornington

Pilkington

ELMIRA

TOWNSHIP OF

WELLESLEY

CROSSHILL

ST. CLEMENTS

WEST MONTROSE

TOWNSHIP OF

WOOLWICH

WELLESLEY

North Easthope

CITY OF

WATERLOO

Voir carte

BLOOMINGDALE

MARYHILL

SHANTZ STATION

Guelph

PHILLIPSBURG

ST. AGATHA

PERTH COUNTY

TOWNSHIP

REGIONAL MUNICIPALITY OF
MUNICIPALITÉ RÉGIONALE DE
WATERLOO
ONTARIO

MAP
CARTE 1

FEDERAL PROPERTY
PROPRIÉTÉ FÉDÉRALE

SCALE 1:100,000 ÉCHELLE

Public Works Canada / Travaux publics Canada

WELLINGTON COUNTY

Puslinch

Pilkington

Guelph

TOWNSHIP OF
WELLESLEY

TOWNSHIP OF
WOOLWICH

CITY OF
WATERLOO

TOWNSHIP

COUNTY

ELMIRA

WEST MONTROSE

NEW HAMBURG

BRIDGEPORT

BLOOMINGDALE

HEIDELBERG

WOOLWICH

WARWICK

SHANTZ STATION

ST. CLEMENTS

ST. JACOBS

MARTIN CORNERS

CROSSHILL

PHILLIPSBURG

ST. AGATHA

Voir carte

N

Municipal Boundary
Provincial Highway
Regional Road
Township Road
Future and Other Roads

LEGEND OF FEDERAL PROPERTIES
LÉGENDE DES PROPRIÉTÉS FÉDÉRALES

REGIONAL MUNICIPALITY OF WATERLOO, ONTARIO
MUNICIPALITÉ RÉGIONALE DE WATERLOO, ONTARIO

	Owner Designation and Title Propriétaire et Titre		Address Adresse	Site Area (ha) Superficie (ha)
MAP 1/CARTE 1:		**REGIONAL MUNICIPALITY OF WATERLOO/MUNICIPALITÉ RÉGIONALE DE WATERLOO**		
1.	PWC TPC	Wellesley Post Office Bureau de poste de Wellesley	Queen Street, Wellesley Rue Queen, Wellesley	0.05
2.	PWC TPC	Government of Canada Building Immeuble fédéral	Corner of Huron and Wilmot Streets, New Hamburg Coin des rues Huron et Wilmot, New Hamburg	0.09
3.	AGR AGR	Swine Testing Station Poste de contrôle des porcs	Hoffstetler Road, New Hamburg Chemin Hoffstetler	
4.	PWC TPC	St. Clements Post Office Bureau de poste de St-Clements	King Street, St. Clements Rue King, St-Clements	0.13
5.	CBC R-C	Tower Tour	St. Agatha St-Agatha	
6.	PWC TPC	New Dundee Post Office Bureau de Poste de New Dundee	64 North Street, New Dundee 64, rue North, New Dundee	0.10
7.	PWC TPC	Elmira Post Office Bureau de poste de Elmira	85-89 Arthur Street, Elmira 85-89, rue Arthur, Elmira	0.16
17.	PWC TPC	Breslau Post Office Bureau de poste de Breslau	Dolman Street, Breslau Rue Dolman, Breslau	0.08
18.	PWC TPC	Government of Canada Building Immeuble fédéral	Corner of King and Lowther, Preston-Cambridge Coin des rues King et Lowther, Preston-Cambridge	0.20
19.	PWC TPC	Government of Canada Immeuble fédéral	Corner of Water and Dickson Streets, Galt-Cambridge Coin des rues Water et Dickson, Galt-Cambridge	0.42
20.	DND	Galt-Cambridge Armoury	Mills Street, Galt-Cambridge	0.20

LEGEND OF FEDERAL PROPERTIES
LÉGENDE DES PROPRIÉTÉS FÉDÉRALES

REGIONAL MUNICIPALITY OF WATERLOO, ONTARIO
MUNICIPALITÉ RÉGIONALE DE WATERLOO, ONTARIO

	Owner Designation and Title Propriétaire et Titre		Address Adresse	Site Area (ha) Superficie (ha)
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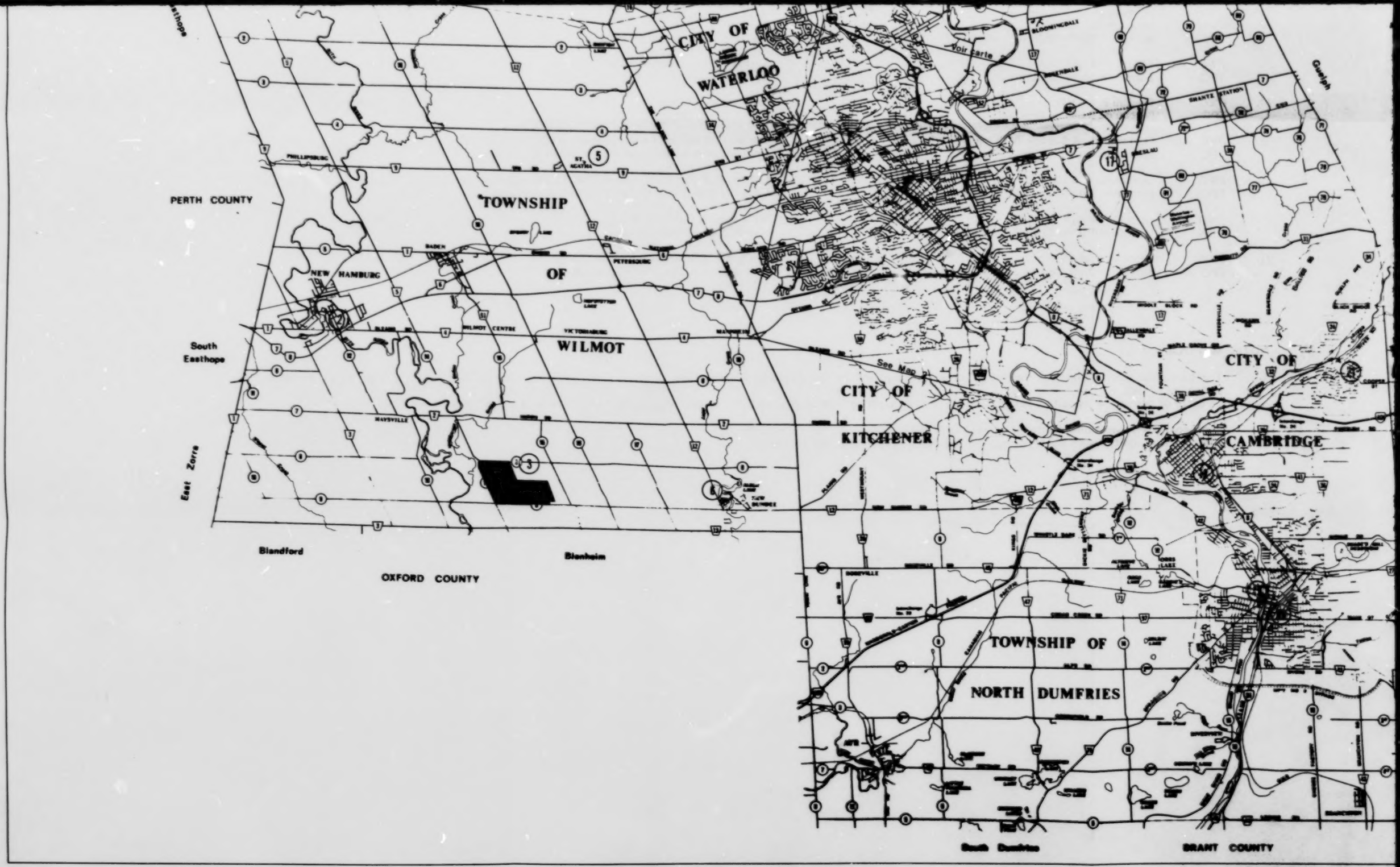
1.	PWC TPC	Wellesley Post Office Bureau de poste de Wellesley	Queen Street, Wellesley Rue Queen, Wellesley	0.05
2.	PWC TPC	Government of Canada Building Immeuble fédéral	Corner of Huron and Wilmot Streets, New Hamburg Coin des rues Huron et Wilmot, New Hamburg	0.09
3.	AGR AGR	Swine Testing Station Poste de contrôle des porcs	Hoffstetler Road, New Hamburg Chemin Hoffstetler	
4.	PWC TPC	St. Clements Post Office Bureau de poste de St-Clements	King Street, St. Clements Rue King, St-Clements	0.13
5.	CBC R-C	Tower Tour	St. Agatha St-Agatha	
6.	PWC TPC	New Dundee Post Office Bureau de Poste de New Dundee	64 North Street, New Dundee 64, rue North, New Dundee	0.10
7.	PWC TPC	Elmira Post Office Bureau de poste de Elmira	85-89 Arthur Street, Elmira 85-89, rue Arthur, Elmira	0.16
17.	PWC TPC	Breslau Post Office Bureau de poste de Breslau	Dolman Street, Breslau Rue Dolman, Breslau	0.08
18.	PWC TPC	Government of Canada Building Immeuble fédéral	Corner of King and Lowther, Preston-Cambridge Coin des rues King et Lowther, Preston-Cambridge	0.20
19.	PWC TPC	Government of Canada Immeuble fédéral	Corner of Water and Dickson Streets, Galt-Cambridge Coin des rues Water et Dickson, Galt-Cambridge	0.42
20.	DND	Galt Cambridge Armoury	Mills Street, Galt-Cambridge	0.20


CITY OF WATERLOO
Voir Carte
Guelph
PERTH COUNTY
TOWNSHIP OF WILMOT
NEW HAMBURG
South Easthope
See Map
CITY OF KITCHENER
CITY OF CAMBRIDGE
East Zorra
Blandford
Blenheim
OXFORD COUNTY
TOWNSHIP OF NORTH DUMFRIES
South Dumfries
BRANT COUNTY

CITY OF WATERLOO

Voir Carte

Municipal Boundary
Provincial Highway
Regional Road
Township Road
Future and Other Roads

Guelph

COUNTY

TOWNSHIP OF WILMOT

NEW HAMBURG

BADEN

PETERSBURG

HAYSVILLE

WILMOT CENTRE

See Map

CITY OF KITCHENER

CITY OF CAMBRIDGE

Puslinch

WELLINGTON COUNTY

Blandford

Blenheim

OXFORD COUNTY

TOWNSHIP OF NORTH DUMFRIES

South Dumfries

BRANT COUNTY

Flamborough

HAMILTON - WENTWORTH REGION

6.	PWC TPC	New Dundee Post Office Bureau de Poste de New Dundee	64 North Street, New Dundee 64, rue North, New Dundee	0.10
7.	PWC TPC	Elmira Post Office Bureau de poste de Elmira	85-89 Arthur Street, Elmira 85-89, rue Arthur, Elmira	0.16
17.	PWC TPC	Breslau Post Office Bureau de poste de Breslau	Dolman Street, Breslau Rue Dolman, Breslau	0.08
18.	PWC TPC	Government of Canada Building Immeuble fédéral	Corner of King and Lowther, Preston-Cambridge Coin des rues King et Lowther, Preston-Cambridge	0.20
19.	PWC TPC	Government of Canada Immeuble fédéral	Corner of Water and Dickson Streets, Galt-Cambridge Coin des rues Water et Dickson, Galt-Cambridge	0.42
20.	DND MDN	Galt-Cambridge Armoury Manège militaire de Galt-Cambridge	Mills Street, Galt-Cambridge Rue Mills, Galt-Cambridge	0.20
21.	PWC TPC	Hespeler Post Office Bureau de poste de Hespeler	74 Queen Street, Hespeler-Cambridge 74, rue Queen, Hespeler-Cambridge	0.15

NOTE: Map 1/Carte 1

1. The base map information was derived from a map supplied by the Regional Planning and Development Department of the Regional Municipality of Waterloo, December 1980.
   La carte de base a été produite à partir d'une carte fournie par le Service de planification de la Municipalité régionale de Waterloo, Décembre 1980.

2. Additional government information is current as of 1981.
   L'information additionnelle sur les propriétés fédérales a été mise à jour en 1981.

6.	PWC TPC	New Dundee Post Office Bureau de Poste de New Dundee	64 North Street, New Dundee 64, rue North, New Dundee	0.10
7.	PWC TPC	Elmira Post Office Bureau de poste de Elmira	85-89 Arthur Street, Elmira 85-89, rue Arthur, Elmira	0.16
17.	PWC TPC	Breslau Post Office Bureau de poste de Breslau	Dolman Street, Breslau Rue Dolman, Breslau	0.08
18.	PWC TPC	Government of Canada Building Immeuble fédéral	Corner of King and Lowther, Preston-Cambridge Coin des rues King et Lowther, Preston-Cambridge	0.20
19.	PWC TPC	Government of Canada Immeuble fédéral	Corner of Water and Dickson Streets, Galt-Cambridge Coin des rues Water et Dickson, Galt-Cambridge	0.42
20.	DND MDN	Galt-Cambridge Armoury Manège militaire de Galt-Cambridge	Mills Street, Galt-Cambridge Rue Mills, Galt-Cambridge	0.20
21.	PWC TPC	Hespeler Post Office Bureau de poste de Hespeler	74 Queen Street, Hespeler-Cambridge 74, rue Queen, Hespeler-Cambridge	0.15

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1. The base map information was derived from a map supplied by the Regional Planning and Development Department of the Regional Municipality of Waterloo, December 1980.
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2. Additional government information is current as of 1981.
   L'information additionnelle sur les propriétés fédérales a été mise à jour en 1981.

KITCHENER-WATERLOO
ONTARIO

MAP
CARTE **2**

FEDERAL PROPERTY
PROPRIÉTÉ FÉDÉRALE

SCALE 1:25,000 ÉCHELLE

Metres 1000 500 0 1000 Mètres

Public Works Canada / Travaux publics Canada

KITCHENER

WATERLOO

WOOLWICH TOWNSHIP

WESTMOUNT

BRIDGEPORT

WILLOWDALE

GLENRIDGE

LINCOLN VILLAGE

ROSEMOUNT

STANLEY PARK

VICTORIA HILLS

HERITAGE PARK

CANADIAN NATIONAL

GRAND RIVER

KITCHENER-WATERLOO
ONTARIO
MAP
CARTE 2
FEDERAL PROPERTY
PROPRIÉTÉ FÉDÉRALE
Public Works Canada
Travaux publics Canada
WILMOT TOWNSHIP
CANADIAN
HERITAGE PARK
KITCHENER
STANLEY PARK

LEGEND OF FEDERAL PROPERTIES
LÉGENDE DES PROPRIÉTÉS FÉDÉRALES

REGIONAL MUNICIPALITY OF WATERLOO, ONTARIO
MUNICIPALITÉ RÉGIONALE DE WATERLOO, ONTARIO

	Owner Designation and Title Propriétaire et Titre		Address Adresse	Site Area (ha) Superficie (ha)
MAP 2/CARTE 2:		**KITCHENER-WATERLOO**		
8.	PWC TPC	Government of Canada Building Immeuble fédéral	70 King Street North, Waterloo 70, rue King Nord, Waterloo	0.46
9.	PWC TPC	Former Swine Testing Site Ancien poste de contrôle des porcs	121 Lexington Road, Waterloo 121, Chemin Lexington, Waterloo	1.22
10.	PWC TPC	Postal Terminal Terminus postal	Gaukel Street, Kitchener Rue Gaukel, Kitchener	0.72
11.	PWC TPC	Government of Canada Building Immeuble fédéral	15 Duke Street, Kitchener 15, rue Duke, Kitchener	0.33
12.	PWC TPC	Government of Canada Building Immeuble fédéral	166 Frederick Street, Kitchener 166, rue Frederick, Kitchener	0.51
13.	DND MDN	Knollwood Park Parc Knollwood	Stirling and East Avenues, Kitchener Avenues Stirling et East, Kitchener	1.82
14.	PWC TPC	Mail Processing Plant Installation de traitement du courrier	70 Trillium Drive, Kitchener 70, Promenade Trillium, Kitchener	5.7
15.	RCMP GRC	Former Detachment Ancien Détachement	28 Avon Road, Kitchener 28, Chemin Avon, Kitchener	0.20
16.	PWC TPC	Letter Carrier Depot Poste de Facteurs	4 Third Avenue, Kitchener 4, 3e Avenue	0.27
22.	DOE (PC) EC (PC)	Woodside National Historic Park Parc national historique de Woodside	528 Wellington Street, Kitchener 528, rue Wellington, Kitchener	5.61
23.	DOE (PC) EC (PC)	Waterloo Pioneer, National Historic Site Lieu national historique des Pionniers de Waterloo	437 Tower Road, Kitchener 437, Chemin Tower, Kitchener	0.51

NOTE: Map 2/Carte 2

1. The base map information was derived from MCE 318 maps supplied by the Mapping and Charting Establishment, Department of National Defence, Canada. Information current as of 1977. Printed 1979.
La carte de base a été produite à partir d'une carte MCE 318 fournie par le Service de la cartographie, Ministère de la Défense nationale, Canada. Renseignements à jour en 1977. Imprimée en 1979.

2. Additional government information is current as of 1981.
L'information additionnelle sur les propriétés fédérales a été mise à jour en 1981.

EDERAL PROPERTIES
ROPRIÉTÉS FÉDÉRALES

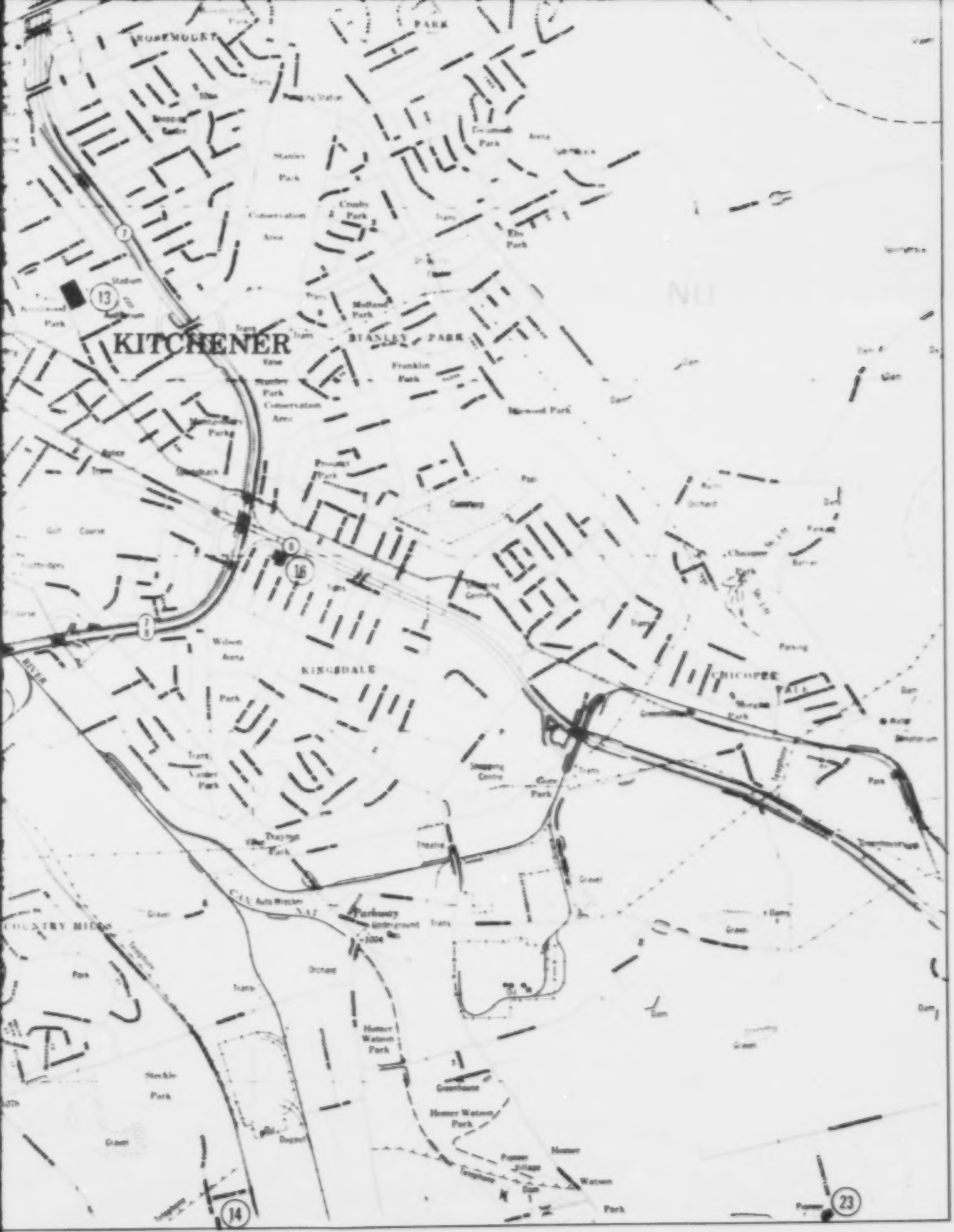
ITY OF WATERLOO, ONTARIO
ALE DE WATERLOO, ONTARIO

Address Adresse	Site Area (ha) Superficie (ha)
70 King Street North, Waterloo 70, rue King Nord, Waterloo	0.46
121 Lexington Road, Waterloo 121, Chemin Lexington, Waterloo	1.22
Gaukel Street, Kitchener Rue Gaukel, Kitchener	0.72
15 Duke Street, Kitchener 15, rue Duke, Kitchener	0.33
166 Frederick Street, Kitchener 166, rue Frederick, Kitchener	0.51
Stirling and East Avenues, Kitchener Avenues Stirling et East, Kitchener	1.82
70 Trillium Drive, Kitchener 70, Promenade Trillium, Kitchener	5.7
28 Avon Road, Kitchener 28, Chemin Avon, Kitchener	0.20
4 Third Avenue, Kitchener 4, 3e Avenue	0.27
528 Wellington Street, Kitchener 528, rue Wellington, Kitchener	5.61
437 Tower Road, Kitchener 437, Chemin Tower, Kitchener	0.51

by the Mapping and Charting Establishment, Department of National Defence, Canada.

e Service de la cartographie, Ministère de la Défense nationale, Canada. Renseignements à

KITCHENER
WESTMOUNT
VICTORIA HILLS
BOCKEAR
MYER FARM
FOREST HILL
FOREST HEIGHTS
PINEDALE HEIGHTS
LAURENTIAN HILLS
ALPINE VILLAGE
COUNTRY HILLS
COUNTRY MEDOS
KINGSDALE
CHICOPEE
STANLEY PARK
HOMEMOUNT PARK
GRAND RIVER
CANADIAN NATIONAL
Williamsburg


KITCHENER
STANLEY PARK
KINGSDALE
Victoria Park
Homer Watson Park
Greenhouse
Parkway Underground
CNR Auto Wrecker
Stadium
Theatre
Shopping Centre
Grand River
Pioneer Village
Depot
Cemetery
Golf Course
Tennis Courts
Bowling Green
Arena
Wilson Arena
Victoria Park Conservation Area
Franklin Park
Midland Park
Crosby Park
Elm Park
Stanley Park Conservation Area
Chicopee Park
Gage Park
Huron Park
Sunnyside Park
Forest Hill Park
Mill Creek
Schools
Churches
Trans
Power
Gas
Dam
Grain
Dairy
Factory
Industry
Hospital
Fire Station
Police Station
Post Office
Bridge
Tunnel
Railway
Subway
Overpass
Underpass
Ramp
Interchange
Toll Booth
Weigh Station
Rest Area
Picnic Area
Campground
Golf Course
Tennis Courts
Bowling Green
Arena
Stadium
Theatre
Shopping Centre

13.	DND MDN	Knollwood Park Parc Knollwood	Stirling and East Avenues, Kitchener Avenues Stirling et East, Kitchener	1.82
14.	PWC TPC	Mail Processing Plant Installation de traitement du courrier	70 Trillium Drive, Kitchener 70, Promenade Trillium, Kitchener	5.7
15.	RCMP GRC	Former Detachment Ancien Détachement	28 Avon Road, Kitchener 28, Chemin Avon, Kitchener	0.20
16.	PWC TPC	Letter Carrier Depot Poste de Facteurs	4 Third Avenue, Kitchener 4, 3e Avenue	0.27
22.	DOE (PC) EC (PC)	Woodside National Historic Park Parc national historique de Woodside	528 Wellington Street, Kitchener 528, rue Wellington, Kitchener	5.61
23.	DOE (PC) EC (PC)	Waterloo Pioneer, National Historic Site Lieu national historique des Pionniers de Waterloo	437 Tower Road, Kitchener 437, Chemin Tower, Kitchener	0.51

NOTE: Map 2/Carte 2

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2. Additional government information is current as of 1981.
L'information additionnelle sur les propriétés fédérales a été mise à jour en 1981.

166, rue Frederick, Kitchener	
Stirling and East Avenues, Kitchener Avenues Stirling et East, Kitchener	1.82
70 Trillium Drive, Kitchener 70, Promenade Trillium, Kitchener	5.7
28 Avon Road, Kitchener 28, Chemin Avon, Kitchener	0.20
4 Third Avenue, Kitchener 4, 3e Avenue	0.27
528 Wellington Street, Kitchener 528, rue Wellington, Kitchener	5.61
437 Tower Road, Kitchener 437, Chemin Tower, Kitchener	0.51

l by the Mapping and Charting Establishment, Department of National Defence, Canada.

le Service de la cartographie, Ministère de la Défense nationale, Canada. Renseignements à

n 1981.